

BOSTON MERCHANTS DEMAND PROTECTION FOR BUSINESS AREA

Big Protest Is Expected at Hearing This Afternoon on Proposed Sale of Mason Street Fire Station.

SPEED TRIAL MADE

Underwriters and Other Interests Believe Park Square Is Too Remote From Congested District.

A vigorous protest is being presented this afternoon at the hearing scheduled to begin at 3 o'clock before the mayor of Boston on a proposal to remove the principal downtown fire apparatus from the present fire station in Mason street to Park square.

Boston fire underwriters, large business firms and theater owners in the shopping section have lined up against the proposition and in addition there will be presented practical facts which will argue strongly against the removal. The mayor has had a speed trial made from Park square to the corner of Tremont and Winter streets, and it took minutes to make the run and to any other section of the shopping district on Washington street it would have taken even longer. This would mean a difference of from two to three minutes to any part of the shopping district, the difference being in favor of the present location of the station.

Mayor Fitzgerald has desired to dispose of the city property in Mason street now occupied by the school committee as headquarters and as a fire station, but will not consent to a sale

(Continued on Page Five, Column One.)

AUTOMOBILE MEN FORESEE COMBINE OF BIG CONCERNS

DETROIT—The whole automobile trade centering here is today awaiting the return of President Flanders of the Everitt-Metzger-Flanders Automobile Company from New York, where he closed the deal by which J. P. Morgan & Co. bought the stock and plants of the E.-M.-F.

A large part of the trade credits the story that the purchase is another coup by the Morgan house by which a gigantic combination of the Studebaker Automobile Company of South Bend, Ind., the General Motors Company of this city and the United States Motor Company of Tarrytown, N. Y., will be effected, making the most powerful concern of its kind in the world. The reorganization of the E.-M.-F. contemplates the recapitalization in from \$30,000,000 to \$50,000,000.

The Morgans have long acted as financial agents for the Studebakers. Herbert L. Satterlee, son-in-law of J. P. Morgan, is known to be a large stockholder in the General Motors and the United States Motor Company.

NEW YORK—Whether J. P. Morgan & Co. or the Studebaker Vehicle Company of South Bend, Ind., is to be the third great concern in the automobile world is today the topic of conversation on Wall street and lower Broadway.

The Morgan firm has stated that its purchase of the E.-M.-F. interests at Detroit was in behalf of the Studebakers, while it is also asserted that the Morgans intend to form a \$30,000,000 combination to market automobiles.

There are at the present time two corporations in the automobile industry, one of which has developed enormously in a little more than a year, the other being launched only a few weeks ago. They are the General Motors Company and the United States Motor Company. The former has a capitalization of about \$60,000,000, the latter of \$16,000,000.

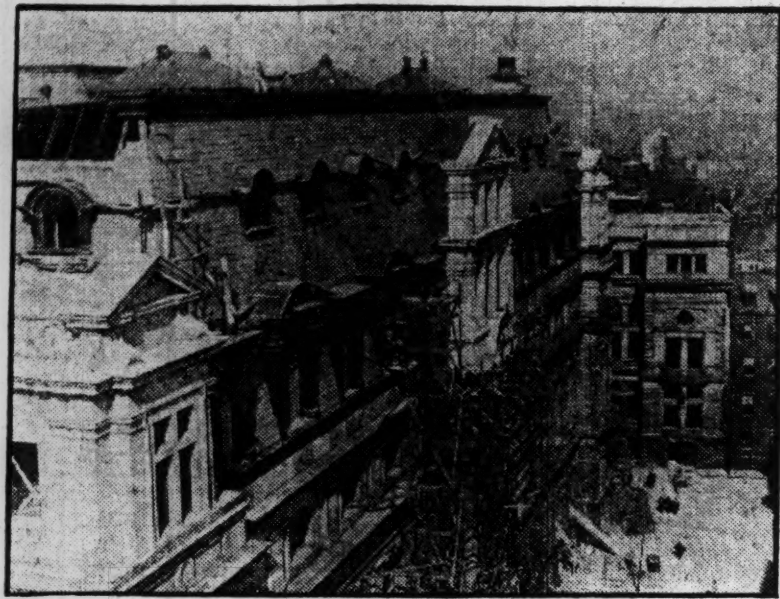
AUTO COMPANY NOT ABSORBED.

Henry W. Nuckolls, vice-president and general manager of the Columbia Car Company, denies the rumor that since the formation of the United States Motor Company, the \$16,000,000 consolidation of automobile manufacturing interests, the Maxwell-Briscoe Motor Company, one of the principal members, had absorbed or was in control of the Columbia Motor Car Company.

NEW DEPARTMENT BUILDINGS.

WASHINGTON—The Senate held a long session Wednesday and disposed of nearly all the bills on the calendar, among the bills passed being that appropriating \$12,000,000 for the erection in Washington of buildings for the departments of state, justice and commerce and labor.

Discloses Courthouse Changes



HOW NEW COURTS BUILDING LOOKS.

Staging being removed from the Pemberton square building shows for the first time the alterations now well under way.

STAGING is being removed from the front of the courthouse in Pemberton square, so that for the first time it is possible to obtain a good view of the extensive additions being made. Two stories are added on Pemberton square, and one story on Somerset street. The new extensions greatly enhance the architectural appearance of the building, bringing it more into harmony with the nearby towering office structures.

The work will not be fully completed until about a year from date. April 1, 1911, is the end of the allowed time, but it is thought that the additions will be ready for occupancy before then. Operations began last fall.

The following are the changes and additions made: Thirteen new court rooms, 13 new judges rooms, 19 new jury rooms,

6 new hearing rooms, 4 new opinion rooms, 9 new waiting rooms; the registry of deeds will be increased 100 per cent, social law library 50 per cent, district attorney's room largely increased, also clerk's room of the superior civil court, the municipal civil court, the municipal criminal court, and the superior criminal court; juvenile court accommodations will be about double. No arrangement has been made for changes in the detention rooms, but a bill is pending before the Legislature asking for new rooms.

The elevator service will be doubled and a special electric elevator will be provided for judges. The commission in charge is as follows: Chairman James R. Dunbar, Judge Joseph J. Corbett and W. H. Wellington. W. Alexander is clerk of the works.

FILE NEW STANDARD OIL BRIEF TODAY IN THE SUPREME COURT

WASHINGTON—An additional brief in two volumes was filed by the Standard Oil Company today in its appeal to the supreme court of the United States. There is one book of 181 pages devoted to the law and one of 269 pages setting forth the facts in the case. Points made in the brief include the following:

"The plants and properties of the Standard Company have always been in a common ownership since their acquisition or creation.

"The Sherman act has no application to the acquisition by the Standard Oil Company of New Jersey of the stocks of manufacturing and mining or producing corporations.

"The contracts, combinations and conspiracies of section 1 of the Sherman act are contracts, combinations and conspiracies which restrict the freedom of the parties or strangers in the conduct of their business.

"The acquisition of the stocks of the subsidiary companies by the Standard Oil Company of New Jersey in 1892 was not such a combination or conspiracy in restraint of trade.

"Monopolizing within the second section of the act is the exclusion of others from a trade by illegal means.

"The Standard Oil Company of New Jersey was not monopolizing or attempting to monopolize or combine with any one else to monopolize when this proceeding was instituted.

"The ownership of the pipe line systems has not been a means of monopolizing.

"The circuit court had no jurisdiction over the appellants."

(Details of the government brief filed in the Standard Oil case will be found on Page Six.)

DEMOCRATS TODAY WILL ANNOUNCE MR. FOSS AS CANDIDATE

Announcement will be made today from the headquarters of the Democratic state committee that Eugene N. Foss will accept the nomination for congressman in the fourteenth district to oppose William R. Buchanan of Brockton, the Republican nominee.

Mr. Foss was the Democratic candidate for Lieutenant-Governor last fall and was given the credit for the big reduction in the Republican plurality.

Should Mr. Foss fail to land the election to Congress he will take an active part in the state campaign next fall and it is anticipated that he may replace James H. Vahey for the head of the Democratic ticket.

MAYOR MAKES PLEA FOR NEW RAILROAD TO REACH BUFFALO

Mayor John F. Fitzgerald of Boston appeared before the committee on railroads at the State House today in behalf of his petition for legislation to provide for an investigation relative to the construction of a new line of railroad to connect the Boston & Maine road with the city of Buffalo.

The chief object of the petition is to secure an investigation by the railroad commissioners as to whether or not it is feasible and for the interest of the business men and people of this commonwealth to secure this direct line to the Great Lakes.

Boston, the mayor said, is shut off from the north by tariff, which ought to be removed, and from the east by the Atlantic ocean, from the south by the competition of New York, so that the opportunity lies toward the west. The Great Lakes, he said, are the key to the great commercial interests of the West.

The New York Central has been able to dictate to Boston and Massachusetts just what railroads they should have in this direction, he said. So he believes that the Legislature should come out square on the proposition to give a communication to the West which would not be subject to any of the interests in New York.

FORMER SPEAKER MYERS HAS PLEA

Ex-Speaker of the Massachusetts House James J. Myers appeared before the committee on federal relations of the Legislature in executive session today opposing the resolve to Congress in favor of an amendment to the constitution allowing the federal government to levy an income tax.

Mr. Myers took the position that it is the state that should have the power of levying an income tax rather than the federal government. He pointed out that today the United States gets a revenue of about \$1,000,000,000, equal to \$10 for every man, woman and child in the United States. He called attention then to the fact that Massachusetts gets \$12,000,000 from 3,000,000 citizens, or about one eightieth of what the federal government gets.

From this he argued that there should be no change in the present situation, so that Massachusetts and the other states may get what they can from an income tax. He said that he was not opposing the principle of the income tax, as he was heartily in favor of it, his point being that the state should have the benefit of it.

CESTRIAN ALONE SAILS TODAY.

The Leyland line steamer Cestrian was the only European liner to sail today, although the Warren liner Michigan and the Pretorian of the Allan line were both scheduled to sail. Delay in the receipt of cargo caused the postponement.

MR. GARFIELD TEARS DOWN AN ATTEMPTED BALLINGER DEFENSE

Agreed, Says Ex-Secretary, to Amend Cate Bill to Permit Perfection of Cunningham Claims.

MARKS VITAL POINT

"Prosecution" Alleges That Measure Was Introduced in Order to Legalize Grabbing of Alaska Coal Lands.

WASHINGTON—Denying that he had any part in the "clear listing" of the Cunningham cases, and declaring that to the best of his recollection at least one statement made to President Taft by Secretary Ballinger in his letter of defense against the Glavis charges was untrue, former Secretary of the Interior Garfield today exploded his first bombshell in the congressional investigation of the conservation controversy.

Other vital points in the Ballinger-Pinchot controversy were discussed at today's session of the congressional investigating committee, when Former Secretary Garfield resumed the witness stand.

One was the coal land legislation considered by Congress during his term as secretary of the interior and the attitude of then Commissioner of General Land Office Ballinger, particularly with regard to the Gale bill.

One of the chief charges against Secretary Ballinger was his alleged support of this measure. Senator Root read a portion of the testimony given by Mr. Ballinger at the time this bill was up in Congress, the senator's intent apparently being to show that Mr. Ballinger had appeared, not in support of the measure, but to amend it.

Mr. Ballinger, Senator Root showed, had advised the addition of a clause to the bill providing for the classification of coal lands according to the quality and

(Continued on Page Four, Column One.)

BOARD OF CONTROL FOR STATE'S CITIES URGED BY SPEAKER

Myron E. Pierce, a Boston lawyer, was before the committee on cities at the State House today in favor of his petition to provide for the supervision by the commonwealth of the government of the cities and towns. In general he wishes to change the name of the civil service commission to the "local government board," and enlarge its powers and duties.

Mr. Pierce said in part: "We believe that a local government board exercising a central administrative control or supervision over our cities and towns is bound to be established in the near future.

"The principle of central administrative control is not a new one in Massachusetts. County finances are under supervision of state officials called the controller of county accounts. It is not necessary to create an entirely new board. The board might consist of three heads of existing departments, the bank commissioner, the chief of the bureau of labor and the chairman of the civil service commission or some other official."

PARK COMMISSION TODAY GETS "FOUR ROW" TREE PROTEST

A petition signed by approximately 100 residents of Commonwealth avenue was presented to the park commission today protesting against the institution of the proposed four-row plan of the present two-row plan of trees in that thoroughfare. The petitioners assert that there is not room in the 100-foot street for four rows of English elms, which are the trees which have been adopted for the avenue, to thrive.

It has been commonly believed that the Boston Society of Architects favored the moving of these trees. This society has been canvassed, and of 80 members who took a positive stand 50 members—62½ per cent of the membership—do not wish the park commission to proceed with the work just being started. There are representatives of 3430 linear feet of residences on Commonwealth avenue who have taken a positive and active stand on the matter, and of this representative frontage 2705 linear feet—78.8-10 per cent—wish to have the park commission not wish to have the park established in 1904.

Cambridge Mayoralty Opponents



WILLIAM F. BROOKS.

Present Democratic incumbent of chief executive's chair of the University City.



GEORGE W. LONG.

Non-partisan candidate running in opposition of Mr. Brooks for mayoralty.

BUSINESS HOUSES ASK WOODEN PAVING FOR OLIVER STREET

The matter of wooden block paving in the business district again came to the attention of the street commissioners today when a hearing was given in the aldermanic chamber on a petition to pave Oliver street, for a distance of 155 feet from Milk street, with wooden block paving.

The trustees of the Oliver building and the New England Telephone & Telegraph Company were the principal petitioners and representatives of these two bodies spoke at the hearing. The petition was opposed by the Boston Work Horse Parade Association, the Master Teamsters Association and the Society for the Prevention of Cruelty to Animals.

Representatives of the trustees of the Oliver building argued for the noiseless pavement, taking the ground that unless some remedy was afforded the rentals of this big building would be materially reduced, while the New England Telephone & Telegraph Company's representatives said that it was a real necessity for the betterment of the telephone service in Boston. The matter was taken under advisement by the street commissioners.

Mayor Fitzgerald has been appealed to by Roger Sturgis, an attorney representing large interests on Commonwealth avenue, in regard to the proposed change of the location of the elm trees in the avenue. Mr. Sturgis, who claims to represent 80 per cent of the residents of this thoroughfare between Dartmouth street and Massachusetts avenue, argues against the cutting down of the two outer rows of fine old elms, according to the so-called Sargent plan.

According to this plan the single row of elm saplings between Dartmouth street and Massachusetts avenue alone would be left for decoration of the avenue. There are 86 of these elm saplings, which are now about six years old and have grown to a height of 25 to 35 feet.

MELROSE PETITIONS OUT.

Papers petitioning the city of Melrose for a referendum vote on the police signal system bond order have been taken out by Alderman William J. Bowser and have been put in circulation to secure the necessary 100 signatures placing the matter on the ballot at the next municipal election for action by the voters.

PEARY POLE PROOF TOO DEEP FOR COMMITTEE SAYS EXPERT

WASHINGTON—Commander Robert E. Peary's polar proofs would be absolutely meaningless to a committee of Congress although they were clearly convincing to the National Geographic Society, according to Prof. Henry Gannett, one of the three members of the committee of the society which verified the Peary data.

Professor Gannett, referring to the action of the sub-committee of the House naval committee Wednesday in deciding to withhold all honors from Mr. Peary until his proofs should be produced, declared today that the explorer's records would be merely a heterogeneous mass of words and figures to the legislators.

"The findings of our committee," said Professor Gannett, "were approved by the society and accepted by practically every scientific body in the world. There was no doubt in our minds, after checking up the evidence in every possible manner, that Commander Peary reached the pole. To us the proof was abso-

THOUSANDS GATHER AT STRIKE MEETING BUT ARE DISPERSED

PHILADELPHIA—At 1 o'clock today it was estimated that 10,000 strikers had gathered about the National League baseball park and were clamoring for admission, in pursuance to a call for a mass meeting there.

President Horace Vogel of the baseball league had all the gates to the park locked and announced that no meeting could be held without a police permit. A great cordon of police was on duty around the vicinity of the park and declared the meeting could not be held.

After trying vainly for an hour to get into the ball park the crowd began to disperse. C. O. Pratt, the strike leader, with Attorney Daly, the strikers' lawyer, in an automobile headed a disorganized crowd of about 3000 people, who marched down Broad street in the direction of the city hall. There was no disorder.

Stock of Philadelphia Rapid Transit Company fell 82 a share on the stock exchange this afternoon.

Enthusiastic over their success in getting out a large number of men at the Baldwin Locomotive Works, the strikers today turned their attention to Cramps shipyards, where 18,000 men work. Strike leaders declare they will get out a large number of the shipbuilders before night.

Citizens generally are aroused over the prospect that a state and eventually a nation-wide strike may grow out of the present situation and a concerted movement to settle the trouble in Philadelphia is well under way. A mass meeting of all business interests is to be held tomorrow to "devise means of settling the labor war."

NEW CASTLE, Pa.—That a statewide strike be inaugurated unless a settlement is reached within the next 15 days in the Philadelphia strike was the recommendation made by the committee of nine to the State Federation of Labor here.

Recommendations were also made that the convention instruct the executive committee of the state federation to proceed at once to Philadelphia to confer with the officials of the rapid transit company in an effort to bring about a settlement. The Governor will also be asked to assist and if the committee fails appeals will be made to United

(Continued on Page Four, Column Seven.)

MAYORALTY BATTLE REACHES A CRITICAL POINT IN CAMBRIDGE

Election Next Tuesday Will Decide Long Campaign Between Democrats and Non-Partizan Ticket.

SITUATION IS TENSE

Regular Party Opponents Claim Advantage in the Strength Among the New Voters on the City Lists.

"This is the most critical year for non-partizan principles in Cambridge," declared Representative Russell A. Wood, today, speaking of the present political situation and the coming election in Cambridge.

"I believe, however, that there are more people in Cambridge who desire a city government without relation to party affiliations than there are voters who want to hold to national party lines."

The situation in Cambridge grows tense as the date for election, March 15, draws near. Charges and counter-charges are causing party feeling to run high. More than 650 new names have been added to the voting list by the registrars. Non-partisans claim a gain in the new voters.

Mayor William F. Brooks is the Democratic candidate for reelection, and George W. Long is the candidate of the non-partizan party. A recent circular distributed by the non-partizan city committee containing serious charges against Mayor Brooks' administration has roused both sides to unusual activity.

Mayor Brooks says: "I believe I shall be elected, because I feel that the citizens of the city will consider my 10 years' experience at city hall a reason for preferring my election to that of a man who has had no experience in city affairs. Many wild statements have been made, but I feel that affairs at city hall this year have been conducted in a careful and businesslike way. I have been criticized for some of my appointments, but I challenge any one to say that these men have proved inefficient. Later on I intend to answer such charges, showing the good work that each appointee has done."

"The record of Mayor Brooks shows a conscientious endeavor to do his duty as a patriotic citizen," said Harry J. Mahoney, editor of the Cambridge Sentinel, the Democratic organ. "No argument has been advanced that in my opinion shows why he should not be reelected. His 10 years' experience at city hall has given him a technical mastery of the business of city government, and his excellent service the past year, as chief executive, deserves the reward of a second term."

Another prominent Democrat, J. Frank Facey, said: "Mayor Brooks has given the city a clean, businesslike administration. He has accomplished what others merely promised. It is significant that no department has exceeded its appropriations, and that the pay-as-you-go policy has been consistently followed." Alderman Marshall F. Blanchard, who is a candidate for a fifth term, thinks that the non-partisans have nominated a strong ticket, but that they will have to get out their full vote in order to win. He relies upon support for the non-partisans from a large faction of dissatisfied Democrats.

William B. Munro, professor of municipal government at Harvard is a new figure in politics in Cambridge.

George W. Long, the mayoralty candidate, is a young man, but a distinct personality and imbued with enthusiasm for the cause he represents. He says: "Progressive cities throughout the country are making every effort to perfect a scheme of municipal government that will result in business administration of city affairs to the exclusion of partisan political influence."

"Cambridge for many years was a splendid example of what could be accomplished in this direction."

"For the past 10 years, however, the Democratic party in Cambridge has made a bitter struggle to introduce partisan politics in city affairs. Their efforts have been more or less successful and last year a mayor and board of aldermen were elected, pledged to Democratic principles."

"We are calling the attention of the voters to the results which are disastrous to our city."

"Mayor Brooks, from his platform of last year, was bound to 'appoint only Democrats to office,' and to make party service the chief qualification. The inevitable followed. Men with no experience or technical education have charge of city departments. His campaign manager was made superintendent of streets. A veterinary was made bridge commissioner, subletting the repairs on bridges on the padrone system. A barber was made sealer of weights and measures, notwithstanding the fact that he is serving a term at the General Court at the same time. A superintendent of buildings was appointed in alleged violation of the city ordinances. "The tax rate is the highest in the history of the city."

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News of the World Told by Cable and Correspondence

LORDS' UPPER HOUSE REFORM MEASURES TO COME UP MONDAY

LONDON—When Lord Rosebery on Monday launches his plan for the reform of the House of Lords he will present a set of three resolutions embodying in general terms the course which the peers propose to follow in modernizing themselves.

The first resolution will affirm the necessity for a strong and efficient second chamber for the well-being of the state. The second will set forth that such a chamber will be the best obtainable by the reform and reconstitution of the House of Lords. The third will declare that a necessary preliminary to such reform and reconstitution is the acceptance of the principle that the possession of a peerage should in itself no longer afford the right to sit and vote in the House of Lords.

RUSSIANS ACQUIT M. TSCHAIKOVSKY

ST. PETERSBURG—Nicholas Tschai-kovsky, who was being tried on the charge of criminal activity in the revolutionary organization, was acquitted here Wednesday. Mme. Breshkovskaya, who was being tried at the same time, was convicted and sentenced to be exiled.

NEW YORK—American friends of M. Tschai-kovsky express the greatest gratification over the acquittal of the Russian, who, during his visits to this country, had become intimately acquainted with financiers and statesmen. No plans have been made for the future of Tschai-kovsky, but he will probably be brought to this country.

DUBLIN HONOR TO MR. ROOSEVELT.
DUBLIN—The lord mayor of Dublin has received a public letter proposing that Dublin grant to Theodore Roosevelt the freedom of the city.

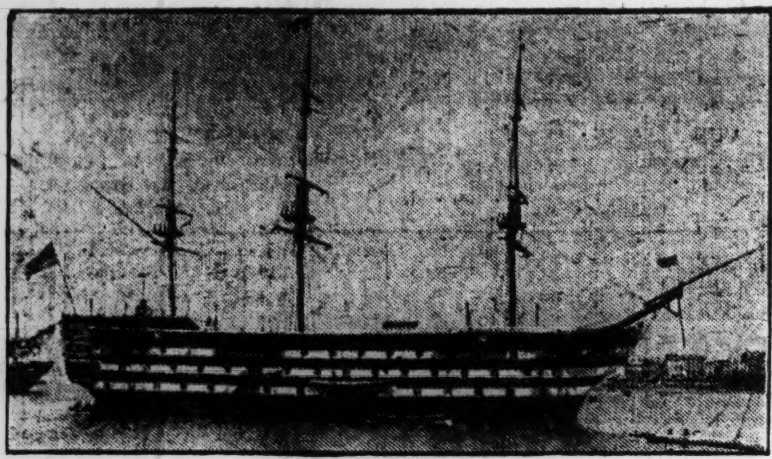
AT THE THEATERS

BOSTON.
AMERICAN MUSIC HALL—Vaudville.
BOSTON—Ben Hur.
CASTLE SQUARE—The Spittler.
COLONIAL—The Builder of Bridges.
GLOBE—St. Elmo.
GRAND OPERA HOUSE—Via Wireless.
HOLLIS STREET—Sham.
MAJESTIC—The Matrimonial Failure.
PARK—The Man From Home.
SHUBERT—The Midnight Soles.
TREMONT—The Man Who Owns Broadway.
Boston Opera House.
FRIDAY—7:45 p. m., "Don Pasquale," followed by scene 2 of "The Miser Knight" (first time).
SATURDAY—2 p. m., "Tosca."
SATURDAY—8 p. m., "Hugoberto."
Boston Concerts.
THURSDAY—Chickering hall, 8:15 p. m., first concert Longy Club.
FRIDAY—Symphony hall, 2:30 p. m., eighteenth public rehearsal Boston Symphony Orchestra.
SATURDAY—Symphony hall, 8 p. m., eighteenth concert Boston Symphony Orchestra.

NEW YORK.
ACADEMY OF MUSIC—"The Merry Widow."
AMERICAN—Vaudville.
ASTOR—"Seven Days."
BIJOU—"The Lottery Man."
BROADWAY—"The Jolly Bachelors."
CASINO—"The Chocolate Soldier."
COLONIAL—Vaudville.
COMEDY—"A Man's World."
CRITERION—"The Bachelor's Baby."
DAILY—"The Inferior Sex."
EMPIRE—"Mid-channel."
GAITY—"The Fortune Hunter."
GLOBE—"The Old Town."
HACKETT—"The Turning Point."
HAMMERSTEIN—"Vaudville."
HERALD SQUARE—"The Yankee Girl."
HIPPODROME—Spectacles.
HUDSON—"A Lucky Star."
IRVING PLACE—Dramas and operettas in German.
KEITH & PROCTOR'S, Fifth avenue—Vaudville.
KNICKERBOCKER—"The Dollar Princess."
LIBERTY—"The Arcadians."
LYCEUM—"Mrs. Dot."
LYRIC—"The City."
MANHATTAN OPERA HOUSE—Grand Opera.
MAXINE ELLIOTT—"The Passing of the Third Floor Back."
METROPOLITAN OPERA HOUSE—Grand Opera.
NEW THEATRE—Repertoire and opera.
NEW YORK—"Bright Eyes."
STUYVESANT—"The Lily."
WALLACK—"Alma Jummy Valentine."

CHICAGO.
AMERICAN—Vaudville.
CHICAGO OPERA HOUSE—"Miss Patsy."
COLONIAL—"Such a Little Queen."
GARRICK—"The Girl and the Wizard."
GRAND OPERA HOUSE—"A Woman's Way."
HAYMARKET—Vaudville.
ILLINOIS—"Seven Days."
LA SALLE—"The Flirting Princess."
LYRIC—"Dick Whittington."
MEVICKER—"The Circus."
OLYMPIC—"The Fortune Hunter."
MAJESTIC—Vaudville.
POWERS—"Penelope."
STUDEBAKER—"The Fourth Estate."

ADDITIONS MADE TO RELICS ON NELSON'S FLAGSHIP VICTORY



H. M. S. VICTORY.

In which old ledgers have recently been added to collection of relics.

(Special to The Monitor.)
LONDON—Most visitors to this country have paid a visit to Nelson's old flagship, the Victory. It appears that the collection of interesting relics to be found on this vessel will be increased by the addition of the ledgers from which the prize money and the £300,000 voted by Parliament were paid. These books were recently placed upon the market with the result that they were bought and presented to the Victory.

The original Trafalgar memorandum will also now be on view in the British Museum. This manuscript is written by Nelson with his own hand before the battle, and it was from this draft that

the great admiral's instructions to his captains were copied. The existence of four copies of this document is known, but the remaining three have in all probability been destroyed. The date, Oct. 9, 1805, is written by Nelson's secretary. It appears that this interesting memorandum was purchased four years ago by an alderman of Tunbridge Wells, and lent to the town on the condition that it should eventually be sent to the British Museum. The document is framed in oak from the Victory, and is on two sheets of quarto paper, being quite legible and well preserved, although the paper has turned slightly yellow in color.

LONDON LETTER

(Special to The Monitor.)
LONDON—Reference was made some time ago to a scheme which had been proposed for the widening of Fleet street. It may safely be said that Fleet street is one of the busiest, if not the busiest, street in London, but it has the disadvantage of being extremely narrow. It is reported that no less a sum than \$2,000,000 is to be expended on the widening of this thoroughfare. The work, it is hoped will be completed within the next year and a half. It appears that the work of widening Fleet street was commenced as far back as 1858, but owing to a variety of causes, chiefly the length of the leases of certain premises, the work has been very much impeded. Negotiations are being conducted with the various owners of establishments along the route, and the city corporation is determined that the improvement shall be carried out with as little delay as possible. Without having endeavored to find one's way along this busy thoroughfare during the business hours of the day, it would be difficult to appreciate the great advantage that the widening of the street will be to those whose daily occupation lies in its vicinity.

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MONT BLANC TO HAVE ANOTHER RAILWAY

(Special to The Monitor.)
LONDON—According to the Schwabische Merkur, another railway is to be constructed on Mont Blanc whereby the northern slopes of the mountain will become more accessible to the general public. It is said that the proposal emanates from an engineer of Dijon, and includes a suspension railway from Les Pelerins to the Aiguille du Midi, at a height of 3843 meters. Not only will the Vallée Blanche and the surrounding heights become easy of access, but it will be possible to enjoy winter sports in summer. There is in the Vallée Blanche an excellent ski track, two kilometers in length, while on the Col du Rognon a "luge" can be used. The total length of the line will not be completed for about four years, although the first section will be opened in 1911 and will terminate at Pierre à l'Echelle, at a height of 2400 meters, the second section continuing from this point to the summit of the Aiguille du Midi. The return fare for the whole trip is to be 27½ francs.

BURNS' BUREAU TO BE PLACED ON SALE

(Special to The Monitor.)
LONDON—On March 22 it is reported that Robert Burns' bureau will be sold at Sotheby's in London. This interesting piece of furniture, constructed of mahogany with sloping flat front, drawers, pigeon holes and small cupboard, is said to have been among the effects of the great poet when he migrated to a farm in Ellisland. Burns is said to have been greatly attached to this desk, and to have written at it some of his finest works, such as "Tam O'Shanter," "Scots Wha Ha'e," "Auld Lang Syne," etc. The bureau seems to have remained in the hands of different members of the family until the present time, and it is to be hoped that it will now be acquired for the Burns Museum at Alloway. It appears that a mahogany sloping desk, once the property of Charles Dickens, will also be sold on the same date.

TURKS BELIEVED THE KHEVIVE HAD POLITICAL DESIGNS

(Special to The Monitor.)
CAIRO, Egypt—The difficulties of the mission of the London Times correspondent who accompanied the Khedive on his pilgrimage to Mecca were somewhat increased by the fact that the Turks discerned in it some political design in which the Khedive and the British government were involved. The correspondent's despatches were scrutinized and sometimes delayed. A rumor that was spread abroad to the effect that the Khedive had brought a European to the jealously guarded places seemed likely to create difficulties, but the prompt assurance of Prince Kemal Ed-Din, the cousin of the Khedive, that the journalist was an Egyptian subject and their co-religionist, averted any possible untoward consequences.

Another story that was set afloat in Constantinople and in Cairo was that the Khedive intended to attempt to wrest the khalfate from the Sultan of Turkey. It was thought that the new regime in Turkey had occasioned sufficient relaxation of the Turkish hold on Arabia—the khedivial estimation—to justify him in attempting to establish close relations with the Bedouin chiefs and some of the sectarian leaders of Islam, for predatory purposes. It was inconceivable, in the minds of the Young Turks, that the Khedive should make the Haj accompanied by aides-de-camp and a bodyguard, unless animated by some political ambition. This view, however tenable from the Turkish standpoint, is not consonant with the facts. The cause of his visit was the wish of his mother, who for the past three years has been desirous of performing the pilgrimage.

RAILWAY FROM NEW YORK TO ARGENTINE

(Special to The Monitor.)
WASHINGTON—Ex-Senator Henry Gassaway Davis, assisted by Gen. George W. Davis, retired, is preparing a memorandum for the Pan-American conference at Buenos Aires, concerning the building of a Pan-American railroad to connect New York and Washington with the capitals of South America. Senator Davis, who was a delegate to the first and second Pan-American conferences, and who is one of the leading men in railroad circles of the United States, is an enthusiast over the possibility of such a railroad, to go even as far south as Buenos Aires in the Argentine and Santiago in Chile.

ENGLAND'S NAVAL BUDGET INCREASE

LONDON—This year's naval estimates show that Britain's policy of ruling the seas is to be more than maintained. Five new battleships of the dreadnought type as recently improved, five high-speed armored cruisers, 20 torpedo boat destroyers and several submarine craft are included in the bill. An expenditure of \$203,018,500 is provided for, an increase of \$27,305,000 over 1909.

The increase is almost wholly taken up by shipbuilding armaments authorized by Parliament. By April 1 there will be under construction seven battleships, three armored, nine protected and two unarmored cruisers, 37 destroyers and nine submarines. The estimates provide for an increase of 3000 men and the completion during 1910 of two floating docks to accommodate the largest battleships at Portsmouth and Medway.

OTTAWA COUNCIL WANTS NEW TAX

(Special to The Monitor.)
OTTAWA, Ont.—The effort made by members of the Ottawa council to institute alterations in the city's taxation system and tending in the direction of the single tax system, has met with opposition in the provincial Legislature. In the city's bill submitted this week the first clause dealt with a proposal to submit to the citizens for approval a system of taxation allowing a lower rate to be imposed on land values.

Prince Henry Receives Friendship Committee

(Special Correspondence of The Monitor.)
LONDON—Prince and Princess Henry of Prussia have not yet concluded their visit to this country. They were present at a banquet given recently by the German ambassador, Count Paul Wolff-Meternich, to the King and Queen at the German embassy in London, when among the guests present were the prime minister, Mr. Asquith, Sir Edward Grey, Mr. Haldane, Mr. McKenna, Lord Lansdowne and the Earl of Rosebery. Earlier in the day his royal highness Prince Henry of Prussia received a deputation from the Anglo-German friendship committee at the German embassy, when an address was presented welcoming him to this country. The address was as follows: "May it please your royal highness: The presidents, vice-presidents and members of the Anglo-German friendship committee of Great Britain respectfully thank your royal highness for consenting to receive an address during your royal highness' visit to England, and desire to offer your royal highness a most cordial welcome to this country."

"We recall with great satisfaction the immortal and uninterrupted peace and long-continued friendship which have existed between Germany and Great Britain, and the close and affectionate ties of relationship which have connected the reigning sovereigns of the German states and the British throne for so many generations."

"We may refer to the immense and world-wide commercial interests of our two nations at the present time, and the common work of our Christian churches. We count on our mutual indebtedness to the literature, science and art of our peoples as affording also potent reasons for the maintenance of our natural and cordial relations."

We need not remind your royal highness of the numerous interchanges of friendly visits which have taken place during the past few years between the British and German civil, municipal and commercial authorities, as also between the leading newspapers, editors and journalists; and the representatives of the manual workers who carry on the manufacturing industries of our two nations, as well as those who are charged with the guidance of our Christian churches.

"These international visits have been the influential means of drawing the peoples of our two empires into closer friendship and sympathetic knowledge of each other."

"We earnestly trust that in future all grounds for distrust and suspicion may be removed by a closer cooperation in international matters, and by a full recognition of the right of each nation to judge of their respective special needs and requirements for the protection of

GOVERNMENT TO HELP SOLVE DOMESTIC SERVANT PROBLEM

(Special to The Monitor.)
VANCOUVER, B. C.—The government has decided to take a hand in solving the domestic servant problem, and for that purpose it will advance the Salvation Army \$20,000, \$10,000 of which will be used to establish a home in this city in which the army will care for the girls to be brought out from England until such time as suitable places are found for them. The other \$10,000 will be used toward defraying the expense of bringing the girls to this country. The first year it is intended to bring out 100 and the next year 150 for this service, and it is hoped to eventually remove the present difficulty of obtaining domestic servants.

In dealing with the bridge question, the government is appropriating \$250,000 to aid in the construction of the proposed Second Narrows bridge over Burrard inlet, but this grant is conditional upon the bridge being operated free of tolls and thrown open to all railways that may desire to use it. The bridge is expected to cost \$1,000,000, toward which the Dominion government will probably contribute \$300,000, the balance to be raised by the municipalities immediately interested in the project.

BRITISH FIRM GETS BIG COAL CONTRACT

(Special to The Monitor.)
ST. PETERSBURG—A contract has just been signed between the Russian government and a British firm for the supply of coal for the Russian navy. The coal is to be shipped from Northumberland and South Wales to various Russian ports on the Baltic Sea. One condition of the contract, a condition inserted for the first time, is that the coal must be delivered as far as possible by Russian steamers or steamers flying the Russian flag. The firm with whom the contract has been made guarantees that at least 25 per cent of the whole quantity supplied will be shipped by Russian steamers. Other firms who sent in tenders offered lower prices, but did not guarantee the shipment of 25 per cent by Russian steamers. The object of the introduction of this condition into the contract is to encourage Russian ship-owners to trade to British coaling ports with Russian produce and return home laden with British coal.

DURANGO CELEBRATION.
DURANGO, Mex.—As one of the local attractions connected with the celebrations in honor of the centenary of Mexican independence, a live stock show will be held here. Many prizes will be offered for livestock and agricultural products.

MR. GOMEZ AT SANTIAGO.
SANTIAGO, Cuba.—President Gomez and his suite arrived here Wednesday and a reception was held at the palace, and a ball at the San Carlos Club.

KING EDWARD REACHES BIARRITZ.
BIARRITZ—King Edward has arrived here and was warmly greeted by the people, who had gathered in great numbers at the station.

MAILLARD'S VANILLA CHOCOLATE.
Richest in flavor and most enjoyable both for eating and drinking. Sold by leading grocers.

ITALIAN BILL WOULD GIVE WOMEN VOTE

(Special to The Monitor.)
ROME—The Chamber has decided to consider the bill proposed by Signor Galini for giving votes to women in administrative elections. Proposals are also included in the same bill that women should be eligible for all public offices, and that the law of municipal authorization should be abolished. It is interesting to note that Baron Sonnino, in declaring the willingness of the government to consider the question, pointed out that the great intellectual advance of women in Italy had so far not received sufficient attention from legislators.

On the initiative of two deputies a parliamentary committee has been formed for the protection of the national interests in art and antiquity. It appears that hitherto one of the difficulties experienced by those anxious to protect the art treasures of the country has been in bringing direct pressure to bear on the government. It is believed, however, that should the committee be sufficiently large and representative, it will prove of the greatest benefit to the country.

CITY HAS LARGE AREA.
The area of the city of Buenos Aires is 180 square kilometers, while that of Paris is only 78, and that of Berlin 65.5.

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Leading Events in Athletic World

PENN ROWING SQUAD CUT AND TEMPORARY CREWS ARE PICKED

Practise Is Well Under Way With Five Varsity and Five Freshman Manned Shells in Use.

LACK COXSWAINS

PHILADELPHIA—The first cut in the Pennsylvania varsity and freshman crews has been made by Coach Ellis Ward, and the men have been assigned to their places in the 10 boats. This first make-up is, in all probability, temporary, and many changes will be made in a short time. One boat is composed of five men who have won the varsity "P." besides Stiles, stroke; Keplinger, Howard and Rosenberger, coxswain, while another is last year's varsity freshman crew, exactly as it rowed at the Poughkeepsie races, with Mulford, a substitute on the same crew, in the place of Pryor, the regular man, who has given up rowing this year. It is expected, however, that he will report again next fall. There is a possibility that this crew, composed entirely of sophomores, may be kept intact to row against Cornell's junior varsity at Ithaca on Decoration day, and then be broken up into varsity material and a varsity four. The other varsity crews are composed largely of new men, many of them from the professional schools. Little is known of the strength of the freshmen combinations, for the members of their class crew this fall have been scattered among the five different boats.

Only two of the coxswains for the varsity boats have been chosen, and, as there are eight vacancies yet to be filled, it is absolutely necessary that some new coxswains report.

The list of men and their places is as follows:

Varsity Crews.
Stiles, stroke; Bennett, 7; Walton, 6; R. L. Smith, 5; Houghland, 4; Ferguson, 3; Keplinger, 2; Howard, 1; Rosenberger, coxswain.
Reith, stroke; Shumaker, 7; Alexander, 6; Stiles, 5; Mulford, 4; Barrett, 3; DeLong, 2; Bell, 1; Williams, coxswain.
Peterson, stroke; Jacobson, 7; Vernon, 6; Fessler, 5; Oesch, 4; Hardenburgh, 3; McCrystal, 2; First, 1.
Dehler or Kirpatrick, stroke; Oler, 7; Thomas, 6; H. P. Smith, 5; J. T. Terry, 4; H. H. Morris, 3; Thigman, 2; Brown, 1.

Varsity Octopede.
L. B. Walton, stroke; Fyfe, 7; Auer, 6; Raymond, 5; Swayer, 4; Thompson, 3; Simon, 2; Merrill Smith, 1.

Freshman Crews.
H. Hepburn, stroke; H. Hepburn, 7; Snyder, 6; V. Wolf, 5; Allen, 4; Clark, 3; Jacobson, 2; Elliot, 1; Johns, 7; Schneider, 6; Baines, 5; Paddock, 4; Gore, 3; Waples, stroke; Gale, 7; Huber, 6; Miller, 5; Probasco, 4; McClean, 3; Jamison, 2; Fish, 1.
Cartier, stroke; Wood, 7; Adams, 6; Hibbs, 5; Myers, 4; Hamill, 3; Oswald, 2; Hayward, 1.

Freshman Octopede.
Madelro, stroke; C. Brown, 7; Rudorow, 6; Earl Hepburn, 5; Wallace, 4; Boswell, 3; J. W. Williams, 2; Nichols, 1.

LACROSSE SQUAD STARTS PRACTISE

The Harvard lacrosse squad held their first practise of the season in the spacious handball enclosure of the Hemenway gymnasium. Many of the men who are coming out for the team were unable to report, but over 50 men worked out on the varsity squad under Captain Alexander.

W. F. Thompson and S. Smith, both graduates and crack lacrosse players during their college days coached the squad.

The five veterans of last year's champion lacrosse team form a strong foundation for the team that will represent Harvard on the southern trip during the Easter vacation. With several men also left who were substitutes on last year's team, a good start is assured. The varsity squad will practise daily in the handball courts and later on the field. There will be no cut in the squad, however large it becomes. A permanent coach will soon be chosen and he will have entire charge of the squad.

The freshman candidates also appeared in large numbers for their first practise, and will have at least three teams to practise together. They will play the Brookline boys high, Columbia freshmen and several other games yet to be arranged.

HARVARD CREWS AGAIN ON WATER

The Harvard upperclass crews rowed on the river for the second time this year Wednesday. The sophomores showed up the best with two full eights. The juniors made up a second crew with one senior at number 5. The seniors are badly handicapped by lack of material, only nine men reporting.

The crews rowed in the following order:

Senior crew—Stroke, Martin; 7, Platt; 6, Henderson; 5, Fry; 4, Garrett; 3, Allen; 2, Farrell; bow, Aspinwall; coxswain, Burnham.
Junior crew—Stroke, Bead; 7, Harding; 6, Bush; 5, Jackson; 4, Washburn; 3, Burdett; Hopkins; bow, Grege; coxswain, Edwards.
Second senior—Stroke, Parker; 7, McAllister; 6, Schmidt; 5, Brady; 4, Washburn; 3, Parkman; 2, Gleason; bow, Wheeler; coxswain, Garland.
Sophomore crew—Stroke, Hunnewell; 7, Weston; 6, Barnes; 5, Richard; 4, Sargent; 3, Williams; 2, Codman; bow, Smart; coxswain, Day.
Sophomore second—Stroke, Herwood; 7, Friede; 6, Goldschmidt; 5, Ehrmann; 4, Putnam; 3, J. Suter; 2, Worcester; bow, P. Suter; coxswain, Williams.

E. B. HUMPHREYS / LEADS BIG FIELD

No Less Than 189 Golfers Take Part in Qualifying Round of the Pinhurst Tourney.

PINEHURST, N. C.—The first round of match play in the annual spring golf tournament started here this morning with the players paired in eight divisions. The players qualified under the Pinehurst system, and as there are some strong golfers in the tournament, hard-fought matches are looked for.

No less than 189 golfers started in the qualifying round Wednesday and some very good cards were turned in. E. B. Humphreys of the Camden Country Club led the field with a total of 76, his second round being made in a fine 36, which was the best for the day. W. R. Tuckerman of Chevy Chase, G. H. Crocker of the Alpine Club and J. E. Smith of Wilmington tied for second honors at 79. The summary of the first four divisions:

FIRST DIVISION.
E. B. Humphreys, Camden Country, 76; W. R. Tuckerman, Chevy Chase, 79; G. H. Crocker, Alpine, 79; Col. J. E. Smith, Wilmington Country, 79; C. L. Becker, Woodland, 81; S. D. Wyatt, Fond du Lac Country, 82; Allan Lard, Chevy Chase, 82; E. Deussen, Detroit, 83; Nathaniel W. Dean, Oakley Country, 83; George O. Russell, Winchester Country, 84; W. R. Tuckerman, Westbrook, 85; C. A. Dunning, Nassau Country, 85; J. D. Foot, Apawamis, 85; H. C. Fawcett, Oakmont Country, 85; H. H. Cutler, Bluemont Country, 86; F. A. Moore, Apawamis, 87.

SECOND DIVISION.
Walcott, Tuckerman, Chevy Chase, 87; W. F. Lewis, Kentworth Country, 87; P. E. Gardner, Midlothian, 87; W. H. Thayer, Ironbourn, 88; Charles H. Fox, Oakmont, 88; J. P. Gardner, Midlothian, 88; J. B. Ladd, Merion Cricket, 88; S. Y. Ramage, Oil City, 88; L. D. Pierce, Woodland, 88; W. E. Wells, Steubenville, 89; W. L. Hurd, Oakmont, 89; C. F. Smith, Maple Hill, 89; E. N. Doubleday, Nassau, 90; J. D. Climo, Enclid, 90; L. S. Robeson, Oakhill Country, 90; E. L. Seefeldt, Jr., Weeburn, 90.

THIRD DIVISION.
F. K. Robeson, Oakhill Country, 90; C. A. Munger, Camden Country, 90; Wesley M. Oler, Apawamis, 90; T. B. Boyd, Algonquin, 91; Robert Hunter, Weeburn, 91; E. P. Challenger, Camden Country, 91; J. P. Williamson, Wyoming Valley Country, 91; E. D. Speck, Oakmont, 92; E. S. Edwards, 92; C. H. Mattleson, Ardley, 93; R. P. Allen, Springfield Country, 93; J. B. Bowdoin, Rochester Country, 93; H. K. Kenzie, St. Andrews, 93; F. W. Stevens, Morris Country, 93.

FOURTH DIVISION.
C. L. Jones, Oakmont, 93; C. B. Whitely, Springfield Country, 93; R. Mott, Riverton Country, 94; J. M. Thompson, Springfield Country, 94; E. J. Swords, J. E. Montclair, 94; A. W. Smith, Park Club, Buffalo, 94; H. B. McClelland, Fox Hills, 95; H. H. Cook, Albemarle, 95; H. H. McClure, Duwanda, 96; C. E. Barber, Highlands, Conn., 96; J. D. C. Hunsley, New York, 96; E. L. Tichenor, Huntington, 97; C. Howard, Detroit Country, 97.

MANY WRESTLING MATCH ENTRIES

The entries for the New England A. A. wrestling championships to be held tomorrow night at Cypress hall, Cambridge number 43 to date.

There are six entries in the 115-pound class, 13 in the 135, 10 in the 145, seven in the 160 and seven in the heavyweight class. Arthur Mather of Medford, one of the best amateur heavyweight wrestlers in the country, will compete in the big class.

HARVARD SQUAD REDUCED.

The second cut in the Harvard varsity baseball squad was made Wednesday afternoon from the fielding candidates. The following were retained: R. H. Aronson '10, E. Angell '11, R. M. Blackall '12, I. C. Bolton '12, T. J. Campbell '12, J. P. Carr '11, W. M. Conant, Jr., '12, J. R. Desha '12, H. deWint '12, F. P. Ferguson '10, F. L. Foster '10, J. Frye '10, H. T. Gibson '12, C. Hann '11, H. Harvey '11, R. Haydock '10, H. Johnson '11, H. W. Kelley '11, J. Kennedy '12, E. Kenney '12, C. L. Lanigan '10, A. McDonald '12, G. McLoughlin '11, R. S. Marshall '10, W. M. Minot '11, W. O'Connell '11, D. V. O'Flaherty '10, F. W. Paul '11, R. S. Potter '12, H. A. Rogers '11, J. Stebbins '13, P. S. Twitchell '11, J. C. Wilby '10.

CINCINNATI TEAM COMPLETE.

HOT SPRINGS, Ark.—The last squad of Cincinnati baseball players arrived here today and joined their teammates and Griffith. Those who arrived on the special were McCabe, Doyle, Paskert, Holdtzel, Mitchell and Charles Sturt. Infielder Charles, who did not arrive in time to leave with the others, and is presumed by Business Manager Bancroft that he will go to the Springs from his home.

HORR FIRST TO WIN CUP.

SYRACUSE, N. Y.—Marquis F. Horr, Syracuse Law '09, captain of the 1908 football team, was awarded the Syracuse University Golf Club trophy cup for the athlete attaining the highest scholarship average during the last year. He is the first to be awarded the trophy. He is athletic director at Northwestern University. He had an average of 83 per cent in his studies.

SENIORS WIN INTERCLASS MEET.

The seniors of the high school of commerce won the highest points at the interclass track meet held at the school Wednesday. They took 35, juniors 28, sophomores 18 and freshmen 3. W. A. Rumpf '10, captured 19 points, the highest of any individual athlete, for which he will be awarded a medal.

HOPPE DEFEATS MORNINGSTAR.

CHICAGO—Ora Morningstar was defeated by William Hoppe in the third round of the 2400 point billiard game Wednesday night at 18.1 balk line for a score of 409 to 177. The total score for three nights is Hoppe 1200, Morningstar 874.

A Fine Exhibit of Automobile Trophies



SOME OF THE PRIZES WON BY THE MARMON CAR. Left to right—Ten-mile handicap, 20-mile handicap, 120 miles without stopping, 6-mile handicap. All at Atlanta, Ga.

RATIONAL GOLF

By Jason Rogers.

How difficult it is to get golfers to pay reasonable attention to the state of the turf after they have played shots with their iron clubs! All kinds of expedients are adopted by club committees to draw the attention of members to the importance of replacing the cut-out divots, says the London Field. Notices in prominent type are displayed on the board; they are printed in red ink in the book of rules; they stare the players in the face on many of the tee boxes; but all these precautions seem to be unavailing in securing anything like a universal observance of what is, in theory, every player's primary duty. Walton Heath is one of the courses that suffers seriously from this neglect, owing probably to the fact that its favorable situation and the large membership attached to the club create a volume of play which is pretty constant throughout the year.

Every one who plays over that green in winter and summer cannot fail to be struck by the wholly unnecessary number of iron skelps that the negligence of both men and women players has left on the fairway like gaping wounds. It is not surprising, therefore, that the committee of the Walton Heath Club have this week issued a special notice calling the attention of players to a negligence which might be easily avoided with a little thought and care. They say that "the committee of the club are anxious to impress upon all members the damage which is being constantly done to the green (1) the careless walking on the putting greens when wearing large nails or cricket spikes; and (2) the unnecessary practise of climbing out of bunkers over the built-up faces. Not only does this ruin the bunkers but it invariably leaves a deep footmark out of which it is impossible to play a ball."

In the replacing of divots much might be done if every player would take the trouble to impress upon his caddie at the outset of a match that he must watch for these flying pieces of turf bitten out by the iron club-head. The caddie usually seen in these latter days is but little interested in the game, and is obviously inclined to take a minimum of trouble in the course of a round. There are exceptions, of course, for one frequently meets with a small section of keen caddies who watch the game closely, and who take a personal pride in seeing that the green is not disfigured by iron play. But as a general practise it is the caddie who has to be watched and to be kept up to his work. The chief responsibility, however, rests with the player himself, and when a divot is cut

Tufts will close her season with a game with Holy Cross on the Huntington avenue grounds on Nov. 19, the day of the Harvard-Yale game at New Haven.

The spring training will start soon, during which special attention will be paid to the development of the line. A kicking contest will also be held, with cups for the best drop kicking, punting and kicking goals from the field. Bohlin, the fast half and quarter of last year, expects to return in the fall and will very probably play quarter.

The schedule is as follows:
Oct. 1, Rhode Island State at Tufts; 5, Yale at New Haven; 8, West Point at West Point; 15, Maine at Orono; 22, Springfield Training school at Tufts; 29, Brown at Providence.

Nov. 6, Massachusetts Agricultural College at Tufts; 12, Bates at Portland; 19, Holy Cross at Boston.

MEN PREPARE FOR NOVICE CARNIVAL

Nearly 100 men are out daily with Coach Donovan of the Harvard track team working on the big board track in Soldiers Field in preparation for the novice carnival to be held on Monday afternoon for men of the university who have never won a prize since their entrance to college. There are over 150 entries already for the carnival, and the last of the names are not as yet in.

The most interesting events will be intercollegiate races. There are 20 teams that will represent the halls where the college boys live. The teams are composed of four men each, each man to run 200 yards.

The two mile relay team from Harvard at the Columbia games in New York next Saturday will be composed of H. Jacques, Jr., W. H. Kernal, G. W. Ryley and H. Guild. This is the same team that defeated Yale at the B. A. A. meet a short time ago. The one-mile relay team will be R. C. Foster, F. M. DeSelding, D. P. Ranney, J. K. Lewis and one substitute.

ELECT SANBORN CAPTAIN OF FIVE.
DURIAM, N. H.—Howard S. Sanborn has been elected captain of next year's basketball team at New Hampshire College. Sanborn has played a strong game at center for two seasons, and as tackle and guard on the football team for two years he has been one of the mainstays of the team.

GIGNOUX TAKES JUNIOR TITLE

Captures a Gold Medal and Qualifies for Senior Championships—Won All Bouts With Ease.

NEW YORK—J. E. Gignoux of the New York A. C. has won the junior fencing championship title for 1910, having defeated the pick of those entered in the tournament Wednesday. He succeeds L. W. Curran of the Fencers' Club, who won the title from Lieutenant Dickinson in 1909.

The contests were held on two strips in the Turn Verein gymnasium, and Gignoux made his first appearance in the tournament against Reith on the second strip. He won easily by a score of 12 to 6. All the bouts were four-minute engagements.

The competitors in the tournament included Dr. E. M. Alger, New York Athletic Club; H. A. Hirsch, Fencers Club; J. E. Gignoux, New York Athletic Club, and Emil Glaser, A. Strauss, A. Reith, F. Fretz and G. W. Postgate, all of the New York Turn Verein. The judges of the tournament were M. Hammond, president of the Amateur Fencing League of America; Dr. Graeme, C. Tatham, E. Piton, E. Rembert, Sherman Hall, A. V. Z. Post, P. Benzenberg, W. C. Bowman and W. Scott O'Connor.

Gignoux' form in his early bouts was excellent and he had no trouble in disposing of his opponents. All his "touches" were clean cut and cleverly executed. Fretz, the Turn Verein foilsmen, gave Gignoux a good light on two occasions, and the winged-foot fencer defeated him twice by the scores of 7 to 5. Gignoux was quick to see an opening, and lunged at his opponent with agility and speed. The victory gives Gignoux a gold medal and qualifies him for the senior championships.

The second honor was a close competition between Postgate of the Turn Verein and Dr. Alger of the New York Athletic Club. In the deciding bout Postgate got second place by defeating Alger 4 to 3. The "touches" were even, 3 to 3, but Postgate was awarded second place on form. Alger won third place and a bronze medal. The summaries:

First round—Dr. E. M. Alger defeated Hirsch, 8-6; Strauss defeated Glaser, 13-3; Dr. Alger defeated Glaser, 10-6; Strauss defeated Hirsch, 12-8.

Second round—Gignoux defeated Reith, 12-6; Postgate defeated Fretz, 9-4; Gignoux defeated Fretz, 7-5; Postgate defeated Reith, 6-0.

Third round—Gignoux defeated Reith, 12-6; Postgate defeated Fretz, 9-4; Gignoux defeated Fretz, 7-5; Postgate defeated Reith, 6-0.

Final round—Alger defeated Strauss, 10-8; Gignoux defeated Postgate, 8-4; Gignoux defeated Alger, 6-3; Postgate defeated Strauss, 10-5; Postgate defeated Alger, 4-1, the decisive point being awarded to Postgate on form.

POWERS NAMES NEW CONTRACTS

President P. T. Powers of the Eastern League of Baseball Clubs has approved the following contracts of players for the season of 1910.

Baltimore—J. F. Clarke, T. G. Campbell, M. T. Adkins, J. W. Byers, Andrew Patter, William Chancey, Rule Vickers, Schmidt, Edward Donnelly, C. H. Brady, Herman Mallory, J. F. Slagle, James Catiz, Charles Russell.

Buffalo—W. J. Malarkey, C. S. Kissinger, J. H. Vanwinkel, F. S. Burchell, C. K. Carls, Edward Shultz, L. W. McAllister, W. S. Woods, John White, Noah Henline, Walter East, James Robertson.

Jersey City—G. W. Merritt, J. P. Londrigan, John Waller, C. E. Londeulager, J. F. O'Hara, William McKay, John Ferry, C. A. Crist, J. H. Streub, William Mulligan, William Fisher.

Montreal—J. J. Hall, James Bailey, Fred Schmeddel, Joseph Yeager, Claude Durlin, Peter Wilson, George Smith, W. W. Natress, Arthur Duff, Charles Calvin, M. Joyce.

Newark—Richard Lloyd, Peter Wilson, William Howdell, Cril Frolitz, Claude Clarkius, E. Wolf, J. J. McGinnity, Clifford Patterson, Roy Perkins, John Flater, Edward Zimmerman, Hugh Hearn, J. Alger, Benjamin Meyers, H. L. Schiatt, J. A. Sullivan, Raymond Scanlon, Michael Weil.

Rochester—Fred Smith, Bert Tooley, Ditto Lago, C. A. Alpelman, Emil Hatch, Joe Kustus, H. E. Pattee, George McConnell, John Butler, Wilfred Benson, W. A. Blinn, John Gangel, Patrick Ragan.

Toronto—D. A. Thompson, W. C. Corey, James Erick, Stuart Gurney.

NILES PLAYS WELL AT HOT SPRINGS

HOT SPRINGS, Ark.—The Boston Americans' work in the morning of Wednesday consisted of some careful drilling on the part of the pitchers.

In the afternoon practise the players were kept at work for an hour and a half in the most severe practise held so far this year, but they were given more freedom than usual by Manager Donovan.

Both the Boston American and the Cincinnati teams used the park for drills, and Harry Niles played second base for the Ohio boys, running over the ground and catching grounders while on the run in such a manner that the attention of the whole team was upon his playing.

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CHICAGO

OUTLOOK FOR GOOD BASKETBALL TEAM BRIGHT AT CORNELL

Undergraduates Expect Much From Captain-Elect Bennett—Crosby and Whinery, Men Hard to Replace.

MAY RESUME LEAGUE

ITHACA, N. Y.—Now that the election of a varsity basketball captain at Cornell has resulted in the choice of James Eugene Bennett '11 of Youngstown, O., undergraduates are beginning to look forward to the prospects of a strong team in 1911. The past season that has just closed has been the best one that has been gone through at Cornell for years, considering everything. In point of victories the record is nothing extraordinary, with seven wins to eight losses, but throughout the schedule there was more interest in the game than has hitherto been the case. Coach Coogan and Captain Crosby developed a team which at times played remarkably ball, and which would have stood well among the leaders but for slumps at critical points.

Crosby and Whinery will be lost from the present squad, but there will be a sufficient return of veteran players next season to form a fast five. Bennett, captain-elect, Blumenauer and Heath will all be back as a nucleus, and added to them will probably be R. Q. Keasbey '11, center on the team part of this year; J. S. Twaddell '11, ineligible this season, but center on the team last year, and R. L. Elton '12, S. W. Andrews '12 and Octavio Carvajal '11, all substitutes this season. Several other men are expected to develop from this year's scrub aggregation and the 1913 candidates. There was no organized freshman five this winter but some of the first year men tried out with the scrubs, giving the coaches a line on their abilities. Taken all in all, the prospects look bright for a good combination.

Steps were taken at a recent meeting held in New York by several of the universities which composed the former Intercollegiate Basketball League for a reorganization, and from the interest manifested there a resumption seems likely. As formerly playing, the league comprised Columbia, Cornell, Harvard, Pennsylvania, Princeton and Yale, but the Cambridge men will not be able to come in unless basketball is reorganized up there. At the next meeting, to be held April 10, some definite action is looked for.

The champion basketball team this season is Columbia, for that squad has won every game and scored 165 points to 80 by opponents. N. Y. U. was a strong contender, but toward the close of the season lost to Wesleyan, Colgate, Rochester and West Point, spoiling the unbeaten record of the first half. Besides Columbia, Williams, Rochester, Colgate and Wesleyan all made good records. Pennsylvania, Yale and Princeton totalled a much smaller score than did their opponents, ranking in the above order.

Cornell's record for the season, with the opponents' score given last and the asterisk denoting out of town games, is as follows:

Rochester	13-16
Robert	27-17
Rochester	24-38
Niagara	12-26
St. Lawrence	24-23
Pennsylvania	28-11
Wesleyan	14-37
Dartmouth	11-32
Penn State	24-36
Carleton	28-19
Oberlin	18-24
Niagara	25-19
Union	27-8
Lehigh	17-29
Pennsylvania	23-32

321-344

BRAE-BURN CLUB ELECTS.

The Brae-Burn Country Club held its annual meeting Wednesday night at which the following officers were re-elected: President, George A. Frost; vice-president, William E. H. Dowse; secretary, Edward F. Woods; treasurer, William A. Young; directors, Henry B. Day, Charles I. Travelli, Benjamin S. Palmer, Frank F. Withers, Edward F. Woods, William B. H. Dowse, Harry L. Ayer, George E. Gilbert, William A. Young, George A. Frost.

LUMLEY JOINS BROOKLYNS.

HOT SPRINGS, Ark.—Harry Lumley has reported to the Brooklyn Nationals and he will be used immediately to cover right field.

RAYMOND and WHITCOMB'S TOURS

All Traveling Expenses Included.
A Party under SPECIAL ESCORT will leave Boston Tuesday, May 3, in an elegant train of vestibuled Pullman cars for a TOUR THROUGH

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Railroad and Steamship Tickets at low points.
Send for descriptive book, mentioning trip desired.

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MR. GARFIELD TEARS DOWN AN ATTEMPTED BALLINGER DEFENSE

(Continued from Page One.)

nature of the deposits, the land to be sold at a corresponding figure.

As a defensive argument for Mr. Ballinger, however, this was quickly destroyed by Mr. Garfield.

"Mr. Ballinger," said the witness, "suggested this provision and I agreed with him. But he also wanted to have all entries made prior to that time to stand on the old law, that is, to let them go at \$10 an acre with the privilege of consolidation after entry."

"Would this have made it possible to perfect the Cunningham claims?" asked Representative Graham.

A letter which Secretary Ballinger wrote to President Taft was then submitted.

"At the time of my retirement from the general land office," said this letter, he (Garfield) expressed to me in writing his appreciation of my services to the government and at that time he evidently believed that my motives in all matters affecting the public service were of the highest character. I attribute his change of spirit to the influence of others who have poisoned his mind with untruths."

Mr. Ballinger also stated in this letter that Mr. Garfield so far as he knew had made no effort to learn the real facts relating to any of these matters. This statement Mr. Garfield flatly contradicted on the stand today. He said, moreover, that Secretary Ballinger had in his report to the President, given him to believe that Mr. Garfield was willing to overlook fraud in old coal entries, provided the entries were willing to pay the new classified rate. Mr. Garfield stated that he had at no time had any intention of recognizing any Alaskan claims made in bad faith.

Mr. Garfield declared unequivocally against the present administration measure to issue \$30,000,000 in certificates to complete existing reclamation projects. He said the scheme was absolutely unnecessary.

"It would," answered Mr. Garfield. With the testimony of Mr. Garfield, the "prosecution" will have practically concluded.

Thus far more than 1500 printed pages of testimony have been taken. Much of the evidence has been circumstantial and depending largely upon inference for its interpretation. All of the oral testimony, with the exception of that of Secretary Wilson, has been on the Pinchot side. From this testimony Mr. Pinchot's attorneys express the belief that they have established the following contentions, which will now be up to the Ballinger witnesses to disprove:

That Mr. Ballinger, both as commissioner of the general land office and as secretary of the interior, had more than the "formal knowledge" of the Alaskan coal land investigations, and that while commissioner he unsuccessfully attempted to force these claims to patent. That as commissioner he directed the final step for the securing of the Cunningham claims—estimated roughly to be worth \$80,000,000—notwithstanding that a few days before he had directed L. R. Glavis to make a thorough investigation as to their fraudulence; furthermore, that while this step was authorized on Jan. 4, 1908, Mr. Glavis was not notified until two days later, barely in time to prevent consummation of the patents.

That while a member of the national Republican committee appointed to secure campaign contributions, Mr. Ballinger sought to have Mr. Glavis abate his activities until certain interests involved in the Alaska cases should make their contributions.

That Attorney-General Wickersham, in presenting his report on the Glavis charges to the President, suppressed material evidence.

That Mr. Wickersham's criticisms that Mr. Glavis procrastinated and did not prosecute, criminally, some of the Alaskan entrants until after the statute of limitations had begun to run, was unjustifiable because Mr. Glavis made this attempt and was refused assistance by the federal authorities.

That when hearings of the Cunningham cases came to trial, the land office appointed to handle the government's case Special Agent Sheridan, an inexperienced law school graduate.

That when Mr. Glavis expressed to Secretary Ballinger his intention of attempting to secure evidence from certain congressmen who were claimants for Alaskan coal lands, Mr. Ballinger asked him not to do so.

That just before leaving the commission of the land office, Mr. Ballinger appeared before the public lands committee of the House in favor of the Cale Alaskan coal land bill, which the "prosecution" maintains, if passed, would have validated the Cunningham claims.

That after having full knowledge as commissioner of all the Alaskan coal cases, Mr. Ballinger should not have acted subsequently as counsel for Alaskan coal claimants. The "prosecution" contends that this action is in violation of the statute which forbids a public officer acting as attorney in any case involving a claim against the United States within two years after severing connection with the government.

The Ballinger attorneys have already scored one victory in forcing from Mr. Pinchot the admission that practically all of his evidence was not obtained firsthand, but was a "series of inferences and conclusions," based, as the attorneys for the "defense" contend, on hearsay testimony which a court of law would exclude.

Mr. Garfield explained that Secretary Ballinger's position under the old law was that all locators should get their

SEEKS TO CHANGE RIVER IN CHELSEA

Supporters of Bill to Divert Channel to Prevent Floods Heard at the State House Today.

Representatives Robinson, Warren and Carlton of Chelsea, with Chairman W. E. McClintock of the Chelsea board of control and City Solicitor H. Y. James were before the committee on harbor and public lands at the State House today in favor of a petition that the board of harbor and land commissioners be directed to divert and change the channel in Island End river and to dredge a new channel to a depth of 10 feet below mean low water.

The expense of the change is to be borne in the first instance by the commonwealth, but thereafter 50 per cent is to be assessed upon any corporation, individual or association which are especially benefited by the change, in proportion to the benefits.

Chairman McClintock explained that the change would make impossible the repetition of the flooding of Chelsea, which occurred last year, and it would incidentally provide for much additional wharfage and make more available that now in use.

The hearing was continued.

GLOVER HEARING CONTINUES TODAY

Samuel D. Elmore is expected to take all of the time at the session of the probate court this afternoon to finish his questioning of Mrs. Lillian M. Glover in the Glover will hearing before Judge McIntire at East Cambridge. The case will then be put over until next Monday.

The firearms and ammunition which were once the property of Clarence F. Glover were identified during the examination of Mrs. Glover Wednesday. The early career and education of the witness were also brought out and the manner in which the witness had helped Hattie LeBlanc and her sisters to come to the United States and get work.

RESUME INQUIRY INTO FARO GAME

The inquiry by the grand jury of Suffolk county into the proceedings of the alleged faro fraud will be resumed this afternoon.

A new and interesting bit of evidence against the so-called faro men came to light Wednesday when Dr. George C. Ainsworth, a respected Boston dentist, went to the Suffolk county court house and told an assistant of District Attorney Pelletier how he had an opportunity, which he did not take, to join in breaking a faro bank in New York city.

George W. Coleman, former book-keeper of the closed National City Bank of Cambridge, was before the grand jury Wednesday.

SHORT SESSIONS PLEASE CHELSEA

The schools of Chelsea have begun the second term of holding only three all-day sessions during the week. Teachers and the committee declare themselves well pleased with the experiment and claim that the pupils having the two extra half days of freedom are more enthusiastic and do better work during the hours they are actually in school.

There are two sessions on Mondays, Wednesdays and Fridays and on Tuesday and Thursday there is only one session, beginning at 8:30 a. m. and closing at 1 p. m.

land for \$10 an acre, while he maintained that only locators acting in good faith should secure there.

WASHINGTON—"Only one man in the United States is in a position to frame an entirely accurate verdict on the Ballinger-Pinchot investigation," said one of the attorneys who has closely followed the proceedings, "and that man is President Taft. For he is the only man who knows all the influences brought to bear upon himself for the appointment of R. A. Ballinger as secretary of the interior."

But the investigation, which resumed its hearings today, has brought out that whatever may have been the moving cause for Mr. Ballinger's appointment, the coal interests of Alaska were evidently had such confidence in him that they did not fear to lay their case frankly before him the moment he was in office. During February, 1909, possibly before the country at large was informed that R. A. Ballinger was to be the new secretary of the interior, a meeting was held in Seattle attended by about 20 persons interested in Alaska coal. It is not stated who they were, but from the documents filed at the Ballinger-Pinchot investigation it would appear that very likely most of them were of the millionaire Cunningham group.

At this meeting a committee was appointed to lay the Alaska coal situation before the interior department. The Taft administration went into office on March 4, 1909, and five days later, or on March 9, 1909, a hearing was granted this Seattle committee by Assistant Secretary Pierce of the interior department, "at the request of the secretary," as stated in writing by Mr. Pierce. The principal member of the committee to appear was Falcon Joalin of Fairbanks, who operates a railroad in Alaska. His argument was in the form of a request that the interior department ask Congress for legislation which would permit one body of capitalists to secure and operate not less than 5000 acres of Alaskan coal.

But what effect this hearing had upon Secretary Ballinger will never be known.

NEW YORK CONCERN SCORES A TRIUMPH WITH ANDES TUNNEL

CHICAGO—Cablegrams from Valparaiso announce that the \$12,000,000 tunnel under the Andes, which is to allow direct railway transportation between that city and Buenos Aires, has been pierced and it is promised that trains will be running before July 1.

This will enable people to cross the continent between Chile and Argentina throughout the year. Heretofore, winter travelers have been compelled to go round by the straits of Magellan, a two weeks' voyage.

It may be expected that the formal opening of rail communication will be celebrated with notable ceremonies during the coming summer, which will add one more interesting event to the program that commemorates the centennial of the independence of Argentina.

This tunnel has been a long time building and the attempt has been abandoned at least twice since it was first undertaken. It is a matter of gratification to know that one of the greatest triumphs in the history of engineering has finally been accomplished by an American syndicate organized by W. R. Grace & Co. of New York.

William Wheelwright of Camden, N. J., grandfather of Mrs. James Bryce, wife of the British ambassador in Washington, was the first man to propose and survey a railway across the Andes.

REPORT TO FAVOR RAISING OF MAINE

WASHINGTON—Congressman George A. Loud of Michigan, chairman of a subcommittee in the committee on naval affairs, has secured a favorable report on his project to raise the Maine. The whole committee is said to be favorably inclined, and the only thing for which there is now delay is that the committee wants a definite estimate on the cost. The outlook is that the job will cost just about half a million dollars.

It is claimed that the wreck is now a serious menace to navigation. It not only occupies part of the roadstead, but is causing the formation of a shoal. To the navy department it is a new thing to raise a battleship. It will probably be done through the construction of a cofferdam around the ship. Then the water will be pumped out, leaving the ship on dry land at the bottom of the harbor.

If the ship can be bulkheaded and floated, it will be the problem of the navy department to determine what to do with her. One possibility is that she may be taken to pieces and sold as junk. Another is that she may be preserved as a relic.

YORK'S CITY FLAG HAS WHITE ROSE

YORK, Pa.—Mayor Weaver has been presented by the York Art Association with a municipal flag design. The flag will be prepared for use by the time the convention of the League of the Pennsylvania Third Class Cities is held at York in August.

The design shows a coat of arms for the city, formed by the White Rose of York imposed upon the Red Rose of Lancaster. York county having been formed from part of Lancaster. There is a shield of blue divided into ordinaries by the geometrical form of cross streets and the square in gold, charged with the colonial coat house where the Continental Congress met. There is the American eagle standing on three cannon balls. The whole is to be placed on a straw-colored flag.

BILLS REPORTED AT STATE HOUSE

In the House this afternoon, these committee reports were received:

Education: A resolve to create a state art commission of five persons, to be appointed by the Governor.

Ways and means: A bill appropriating \$325,914 for salaries and expenses in the department of the adjutant-general.

Ways and means: To pass on the bill authorizing the board of railroad commissioners and Boston transit commissioners to investigate the subject of subways in Boston.

The committee on counties reported resolves authorizing county taxes as follows: Middlesex \$638,598.87, Essex \$562,060, Bristol \$362,400, Berkshire \$124,002.68, and Barnstable \$42,000.

URGES MORE MELORE POLICE.

Acting Police Chief Osborne E. Drown of Melrose has asked for the appointment of an additional police officer to the ranks of the regular force to take the place caused by the vacancy made in the department in the retirement of former Chief Frank M. McLaughlin.

EXPLOSION INJURES THREE MEN.

An explosion today in a ditch near the Lower Hill playground at Chestnut Hill injured three men in the employ of Joseph Driscoll & Son, contractors, who were clearing away the debris from a blast of three days ago preparatory to the laying of a sewer pipe.

EMBASSY SECRETARY COMING.

BERLIN—Count Ranaud von Pourtales has been appointed attaché to the German embassy at Washington and will sail for the United States next Saturday. He is a member of the diplomatic family.

OPPONENTS TO APPEAR TODAY AT LABOR DISPUTES HEARING

Opponents of industrial disputes investigation by commission or otherwise to avoid strikes will be heard at the State House today by the committee on labor. The petitioners were heard Wednesday.

There are three bills under consideration. The Luce bill following the Canadian act, the Hugo bill, which differs from it in a provision as to a commissioner of labor, and the bill of the American Federation of Labor which aims at giving more power to the present boards. President Emeritus C. W. Eliot spoke in favor of the Hugo bill Wednesday, as did Robert Luce in favor of his own bill.

The bill to extend the term of sheriff from three to five years was passed to engrossment in the House Wednesday without the amendment giving a referendum to the counties.

The Senate substituted for adverse report the bill of the Rev. Herbert S. Johnson prohibiting those who sell liquor at a bar from also selling it by bottle. The chief argument made against the bill is that it will not help the cause of temperance and will simply reduce the revenue from licenses \$2,000,000. Those favoring the bill say that this measure will largely confine the business to the bar-rooms.

Governor Draper appointed Wednesday a commission of five to make a study of the high cost of living question and report by May 1. This commission is made up of Robert Luce, chairman, Henry Abrahams, Albion F. Bemis, Medric J. Laporte and Edward F. McSweeney.

The committee on judiciary will report some bill changing the present law as to mesne process, which provides for the arrest of a party in a civil suit on the ground that he is going to leave the state.

The committee on judiciary Wednesday reported leave to withdraw the theater managers of Boston on their petition that children under 15 years of age may be permitted to appear in public amusements.

In the House Representative Pope of Leominster opposed the report, leave to withdraw, on the memorial to Congress urging the removal of the tariff on all food products. Representative Washburn of Worcester said that Massachusetts still has grave problems of her own to deal with, and she should devote her energies to matters within her own jurisdiction.

The committee on metropolitan affairs heard the petitioners Wednesday on a bill providing for a parkway from West Roxbury to Watertown square as stated in these columns.

SEEKS TO BLOCK ARMORY ABUSES

The manner in which the Bay State militia authorities conduct their state armories is praised in a circular letter to other state militia, whom the war department is anxious to have cease allowing the use of armories for fairs, exhibitions, revival meetings, civilian athletic contests, etc.

Lieut. Col. E. M. Weaver, chief of the militia division, states that in Massachusetts the temporary use of armories for public purposes is designated by Commander-in-Chief Gov. Draper, who also fixes compensation. He points out that this system is an excellent one, as it prevents promiscuous letting of armories.

MEETINGS TO AID LEATHER TRADE

Four mass meetings will be held by the New England Shoe and Leather Association for the purpose of bringing to the attention of the commercial world New England's shoe and leather industry.

The first meeting will be in Peabody, and the others will be in Brockton, Haverhill and Lynn. Members of the committee are A. W. Donovan of Rockland, president of the E. T. Wright Company, Inc.; Charles H. Jones, president of the Commonwealth Shoe Company; Elmer C. Bliss, head of the Regal Shoe Company of Whitman; Charles C. Hoyt of the Farnsworth, Hoyt Company of Boston and Cecil Q. Adams of Boston.

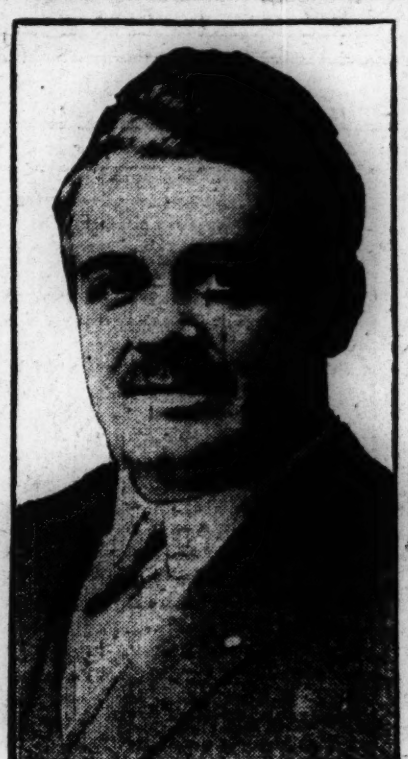
METHODISTS TO START COLLEGE

REGINA, Saskatchewan—The Methodist denomination in Saskatchewan is taking steps to establish a provincial college, and has approached the Regina city council with the idea of securing a free site and its exemption from taxation so long as it is used for this purpose. It is the intention to erect a building costing not less than \$250,000, and to add thereto later up to about \$400,000. Half of the initial cost has already been subscribed by residents of Regina, and the provincial conference and the outside towns will provide the other half. It is stated the institution will not be sectarian.

STUDIES GERMAN BOAT IN AMERICA

KIEL, Prussia—Admiral Barandon, who attended the German and American yacht contest at Marblehead last September, contributes an account of it for the new volume of the year book of the Imperial Yacht Club of Kiel. In handling the contesting boats, the admiral thinks that the Americans were not superior to the Germans.

German boats were superior to the American only when sailing under a light wind; but as soon as the American yachts heeled over before the wind they showed themselves considerably faster.



MEDRIC J. LAPORTE.
Holyoke member of the new commission appointed by Governor Draper.

NAVAL SERVICE ACT IN FINAL STAGES IN CANADA THIS WEEK

OTTAWA, Ont.—The naval service act introduced by the Canadian government has been in its final stage of debate this week in the Commons. Upward of 60 speeches have been delivered since Feb. 3, when the bill received its second reading and amendments from the opposition were recorded.

Owing to the attitude taken by the Conservatives, the government has been decidedly upon the defensive, and the Liberals have maintained an almost unbroken front in support of their leader's policy. This the opposition accredits largely to the conviction that upon this issue of the naval question the government must stand or fall.

It is not upon any question of detail that the government is experiencing opposition, but upon the main features of the bill.

The proposed naval unit of 11 ships—four Bristols, one Boadicea and six destroyers—is met by the Conservative leader's demand for direct money contribution to the imperial navy for the purpose of providing two dreadnoughts.

The government's proposition regarding the control of its naval unit—"that in case of emergency the governor-in-council may place at the disposal of his majesty . . . the naval service or any part thereof"—is met in Mr. Borden's amendment by the decision that his two dreadnoughts shall be entirely the property of the imperial navy.

PILGRIMS HEAR MR. FAIRBANKS

London Society Members Listen to Humorous Speech Dealing With American and British Politics.

LONDON—Former Vice-President C. W. Fairbanks was the guest at the Hotel Savoy Wednesday night of the Pilgrims Society. Replying to a toast proposed by Lord Halsbury, Mr. Fairbanks made a humorous speech dealing with American and British politics.

In a serious passage referring to the immense expenditure of the leading nations on their armies and navies he said that if they expended only a small fraction of the energy now devoted to preparing for war in an effort to prepare for the peaceful adjustment of international differences such differences would soon be settled.

There would seldom be any war, he said, if those upon whose backs the burden of war sooner or later rested were free to determine on war or peace.

PROCLAIMS PARIS FULLY RESTORED

PARIS—The Figaro quotes Laurence V. Bent, director of the Hotchkiss Company, who until January was president of the American Chamber of Commerce, as saying:

"There was great exaggeration in the matter of the Paris inundations. The damage was limited and of a repairable nature. Everything is now finished, communications have been reestablished and business has been resumed. "We also know that Paris probably for centuries was never cleaner than it is today."

ANSWER TO WORCESTER CARMEN.

WORCESTER, Mass.—Henry C. Page, general manager of the Worcester street railway, has issued a statement to the conductors and motormen that the matter of readjustment of wages and hours will be taken up next week by the directors of the New England Investment Securities Company in Springfield.

NO-LICENSE VOTE IN MINNESOTA.

ST. PAUL, Minn.—So far as returns from 123 Minnesota towns show, 62 yesterday voted for no-license and 60 for license, and in the town of Becker the vote was a tie.

SUBURBAN NEWS

READING.

The sum of \$342 will be spent by this town this year for the improvement of the public playground. For schools \$37,000 has been appropriated; for highways, \$4500; for the fire department, \$6000; police department, \$3800; moth extermination, \$2182; poor department, \$3300; salaries, \$3500; tax abatement, \$1900.

Miss Elizabeth Amsden, of operatic fame, who is a native of Reading, will favor her townspeople with a song recital in Masonic hall, Thursday evening, March 17. It will be her last appearance in this country before her engagement in Covent Garden, London.

MALDEN.

Charles J. Glidden lectures before the Malden Teachers Association in High School hall Wednesday evening.

Samuel Tilden, a former newspaper man who was recently elected overseer of the poor by the city government, takes his seat on the board today.

The principal social event of the year for the high school pupils takes place Friday evening in Esther hall, when the annual senior dance will be given.

The Middlesex Last Company has elected the following officers: President, Albert W. Richardson; clerk and treasurer, J. W. Work.

WAKEFIELD.

The Baptist church has succeeded in securing pledges to the amount of \$4800, which will defray all expenses a year in advance.

The school committee has presented an estimate to the finance committee asking for \$33,000 for a new ventilating, plumbing and heating system in the Hamilton school.

The Wakefield Club will give its masquerade ball and entertainment, "Roosevelt's Hunting Trip in Africa," at the Town hall this evening.

CHELSEA.

Fifty applications for membership have been received from Chelsea business men for membership in the Retail Merchants Association. The permanent officers will be elected at the next meeting, the nominating committee being W. F. Bradley, Fred B. Emerson and B. P. Nichols.

There were 225 persons present Wednesday evening at the sixty-ninth anniversary and banquet of the Ladies Social circle of the First Baptist church, many former members coming from other towns.

MEDFORD.

The concluding lecture of a series will be given by the West Medford Womens League tomorrow evening, when Prof. Edward Howard Griggs will speak on "The Use of the Margin."

Sealer of Weights and Measures Winallow Joyce, in his annual report to the city government, states that he has sealed a total of 18,580 scales and measures and that of this number only 280 were condemned.

REVERE.

The Womens Missionary Society of the First Baptist church is to give an oriental entertainment March 11. All the young ladies taking part will be attired in the garb of other countries. At the same church Sunday evening, March 13, the pastor, the Rev. Nelson S. Burbank, will preach on "Christ and the Children." Irene Goldie, child soloist, will sing.

WALTHAM.

The Waltham Fire Club is to hold its eighty-fifth annual supper this evening. The Rev. J. S. Braker of Lynn will speak before the members of the Mens Club of the Beth Eden church and its guests this evening.

The Congregational Club will give one of its series of concerts at the Congregational church tonight.

NEWTON.

Mrs. May Alden Ward lectured at the Hunnewell Club today before the members of the current events class.

The March meeting of the Womens Christian Temperance Union was held this afternoon. The topic considered was "Work Among Sailors and Lumbermen."

WATERTOWN.

The Womens Christian Temperance Union held its monthly meeting this afternoon. The Union will have an entertainment and informal social this evening.

TREADWAY MILK RESOLVE ARGUED

President Treadway of the Senate was before the committee on agriculture in support of his resolve to provide for the appointment of a commission of five persons to be appointed by the Governor to take over all bills now pending before this Legislature which cover the production of milk, the handling and transportation of milk and the cattle bureau which is brought in with it. President Treadway explained that this commission is to be given power to investigate all agricultural problems and to report to the Governor in December of the current year and to the Legislature in January, 1911.

RAILROAD GIFT FOR Y. M. C. A.

PORTLAND, Me.—The Maine Central directors have voted to give a lot of land and \$10,000 for a railroad Y. M. C. A. building for Waterville, together with water, lights and fuel and \$100 a month for expenses, if the citizens and employees would raise \$15,000 additional.

WOMEN TO PLAY SHAKESPEARE.

WORCESTER, Mass.—The womens club of this city will give "The Taming of the Shrew" Wednesday, April 13.

REPORT DUE TODAY ON NATIONAL STRIKE

(Continued from Page One.)

States Senators Penrose and Oliver. Should this fail, an appeal will be made to President Taft.

If a settlement is not reached through these channels, the report provides that the committee will notify every local union in the state to be ready to strike within 15 days.

CHICAGO—Samuel Gompers, president of the American Federation of Labor, leaves Chicago today for Washington. He refused to comment on the action of the Pennsylvania state labor organization in endorsing a national strike.

TRENTON, N. J.—Employees of the Trenton Street Railway Company have struck for higher wages, a 10-hour day and recognition of the union.

BALTIMORE—Peaceful settlement of the wage dispute between conductors and trainmen of the B. & O. railroad and the company is believed to be near.

GLENS FALLS, N. Y.—Fifty non-union men are here to take the place of 300 employees of the International Paper Company who closed the local plant last night and walked out to join the strike which is planned to tie up the 32 mills of the company. No local disturbance has resulted from the strike, but company K of the state guards is still here, not having joined company L, which is doing strike duty at Corinth.

The Fort Edward mill will shut down this afternoon when 200 men walk out. The International Paper Company employs 10,000 men in its various mills.

MAYOR GETS BID FOR "OLD SOUTH"

Brooklyn Man Confounds Recent Agitation and Says the School Children Will Buy Historic Church.

Mayor Fitzgerald received a bid for the purchase of the Old South meeting-house from a Brooklyn man today. The man signed himself Charles F. Southard of 1388 Dean street, Brooklyn. He has evidently confounded the agitation recently for the state to acquire the Old North church with the Old South meeting-house, which is owned by the Old South Meetinghouse Society.

Mr. Southard telegraphed the mayor asking if the city of Boston would sell the Old South meeting house to the school children of Brooklyn, who stood ready to raise the necessary price, whatever it might be, by popular subscription.

The sender of the telegram apparently has the impression that the historic church is to be sold and razed. The mayor was at the State House most of the day and did not get around to answer the telegram, but tomorrow he will send a communication to Mr. Southard pointing out the mistake he has made and will assure him of the improbability of the Old South meeting house ever being molested.

HIGH COST OF LIVING PROBE.

The special commission which is to investigate the high

RENOVATION WORK IN MAYOR'S OFFICE IS FINISHED TODAY

(Continued from Page One.)

of the property if it is likely to jeopardize the business interests of the city.

The mayor has been in conference with Chairman Ellis of the school committee and Corporation Counsel Babson on the bills now pending before the Legislature relative to Boston school quarters, particularly on the bill to provide more money for new school buildings.

The mayor said that he was opposed to the Legislature passing upon appropriations for such purposes, and argued that the city council and school committee were better qualified to determine school appropriations.

The councilmen, he said, have recently visited all sections of the city and are familiar with pressing needs, and many local improvement committees hold monthly meetings on the old town meeting plans to discuss local wants.

Messrs. Ellis and Babson agreed with this view and in consequence the bills in question may be withdrawn and a general bill substituted, giving the city council, school board and mayor authority to decide upon the city's needs relative to school houses and appropriate the necessary funds.

Renovation of the mayor's outer offices will be completed today and the clerk, telephone operator and other attaches will then be well settled in a large, airy and light workroom which has been made from the office originally occupied by City Messenger Leary. New floor covering has been put down and the outer offices have been touched up with light paint and made very bright and cheerful. Assistant Secretary Richard Field and Timothy Butler, the stenographer, who have had charge of the work, are well pleased, as is also Mayor John F. Fitzgerald.

Secretary Field has been given an office by himself, between the visitors' reception room and the mayor's private office. This has been made by removing the wood and grill partition which formerly made the workroom for the clerks and reestablishing it several feet farther back, yet allowing ample room for Mr. Field's requirements.

The work of fixing over the council chamber for the use of the city council will be rushed along. Superintendent of Public Buildings George W. Morrison expects to have the bids for the decorating in by Friday and the contracts will be given out as soon as possible.

ORDERS ISSUED FOR ENCAMPMENT

Orders have been issued by Department Commander John L. Parker, Massachusetts G. A. R., for the forty-fourth annual encampment to be held in Faneuil hall Wednesday, April 6, at 10 a. m. There will probably be no competition for department offices other than that of junior vice-department commander.

Senior Vice-Department Commander J. Willard Brown of post 186 of Cambridge will advance a step to the position of department commander, and Junior Vice-Department Commander Granville C. Fiske, post 18, Ashland, will take the former's place as senior department commander. For the junior department commander's position there are a number of candidates.

NEW YORK PIERS PROVE SUCCESS

NEW YORK—This city's municipally owned Chelsea docks are now in full possession of the transatlantic lines to which they have been leased. Tests of the engineering plant, electric power, lighting, telephone, etc., have been duly made and these having turned out to the highest satisfaction of the dock department, the piers were turned formally over to the several leasing companies. The piers are giving the greatest satisfaction to steamship companies and passengers alike, their spaciousness allowing the easy handling of passengers and freight.

TWO AMERICAN TOURISTS SHOT

WASHINGTON—Two American women were wounded by an Afghan fanatic who fired on a party of tourists visiting the Mosque Omar, in Jerusalem, according to a despatch received at the state department today from Consul Thomas R. Wallace. Miss Parker Moore of Terre Haute, Ind., was seriously wounded, but will recover. Miss Natalie Maurice of New York received a slight flesh wound. No other Americans were injured.

PRIZE FOR ESSAY ON GOVERNMENT

A prize of \$100, known as the William H. Baldwin prize, has been offered by the National Municipal league for the best college essay on "City Government by Commission."

NEW BOSTON Y. M. C. A. QUARTERS.

The new quarters of the Y. M. C. A. at 2, 8 and 10 Ashburton place, the old Boston University buildings, will have their opening at 8 o'clock tonight. It will be an informal occasion to which all members are invited. President Arthur S. Johnson will preside and various members will participate, including Thomas H. Russell, 2d, chairman of the committee on social work. A male quartet will sing.

Happenings in New York

Ramblings of a Stub Pen

New York Daily Letter.

NEW YORK—The New York Aquarium is preparing to make a record distribution of fish among the rivers and lakes of this state during the next few months. More than 8,000,000 specimens of various varieties have been hatched during the winter. This number is the largest on record and the percentage of eggs hatched was greater this year than ever before. Since Jan. 1, the hatcheries have brought forth 5,000,000 fish, the loss being but 8 per cent.

Whitefish are the most important product of the hatcheries. Eighteen hundred thousand of these were recently sent to Lake Norton as an experiment. The fishermen about the lake ridiculed the idea, declaring that these fish, native to the Great Lakes, could not exist in small inland bodies of water. Experience has proved the fishermen wrong, for the fish have thrived wonderfully.

Another important fish turned out here is the salmon. Both the Columbia river salmon (Quinnat salmon) and Atlantic salmon have been hatched in large numbers. There is a theory that Pacific salmon when turned loose in the Atlantic will always find their way home to their native waters. The Atlantic salmon, however, can be depended upon to stay here and stock home waters. Tradition credits the Pacific salmon which have been tagged for identification and turned loose in the Atlantic with having found their way back to the Pacific and been caught by fishermen. This spring an experiment will be made in this connection. Some Atlantic salmon hatched on the Pacific coast will be tagged with the time and place of their birth and placed in the Pacific. The tags will bear a request for fishermen making catches to report the same. This will determine the homing instinct of the Atlantic salmon.

Various kinds of trout have also been hatched, and some pike perch and yellow perch are shortly expected. It has not been decided whether or not smelts will be raised this year. In past seasons they have been raised and turned loose in the harbor in considerable quantities. The theory was that they would make

their way up the Hudson and eventually prove a source of profit to the fishermen on the upper Hudson. So far there has been no trace of them on these fishing grounds and it is believed that the little fellows either went to sea or were captured by game fish in the bay. For this reason the aquarium is yet undecided whether another experiment in smelts will pay.

Travelers returning from Europe this summer will be greeted by customs officers in uniforms which might do credit to some continental cities, at least so goes the report. Collector Loeb is said to be considering a more elaborate garb as better befitting the dignities of his subordinates in the custom service. White caps and gold bands are mentioned as part of the paraphernalia of the inspectors' summer costumes. The cap under discussion is one of low visor, much like those used in the German army, with changeable canvas tops. The collector is said to be insistent that the men take more pains about their personal appearance.

In spite of the fact that the New York Central railroad has established its legal right to maintain its street level tracks on Change Eleventh avenue, the city is considering plans to effect their removal. The tracks are a menace to pedestrians in the lower West side, as the road admits. It hopes to obtain the necessary privileges to improve its lines along the Hudson river front by electrification and the elimination of grade crossings with the ultimate object of supplying the West side with a rapid transit service. The company, according to Vice-President Ira A. Place, is willing and anxious to expend \$50,000,000 or \$60,000,000 for such improvements. A feature of this plan is the construction of an elevated road for the tracks south of Sixtieth street along Twelfth avenue.

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BILL FOR FARM COLLEGE PASSES

ALBANY, N. Y.—The bill introduced in the Legislature providing for the establishment of an agricultural college on Long island has passed the Assembly, and there is a bright prospect of its enactment before the close of the session.

The bill provides for a school to furnish practical instruction and training in farming methods, preparatory to the advanced courses offered in the state college of agriculture at Cornell University, also for special winter courses for young farmers and others, particularly in market gardening, and for special summer courses for school teachers and others. A governing board to consist of five members is provided for in the bill. The members of the board will receive no salary, and are to be appointed by the Governor.

EAGLE IS OFFERED NEW YORK MAYOR

NEW YORK—J. H. Davis, a lawyer of New Augusta, Miss., has a gray eagle he wishes to sell to Mayor Gaynor. At least, that is the purport of a letter received from him by the mayor:

"I have a large gray eagle for sale. Measuring 7½ feet in spread of wing. He eats too much, and I want to sell him. What do you offer? Yours truly, 'J. H. Davis.'"

The mayor referred the matter to Park Commissioner Stover.

ROMAN COLONIES, TOPIC OF LECTURE

"The policy of expansion is a democratic tendency and retraction an aristocratic one," said James Smith Reid, professor of history in Cambridge University, in the third lecture of his course on the "Municipal Side of the Roman Empire," given before the Lowell Institute in Huntington hall Wednesday evening. Professor Reid considered Roman colonization within the Italian peninsula.

First came the fortress town, he said, then the colonies founded in order to give veteran soldiers farms to live on, then the change of policy instituted by the Gracchi. The municipal views of the younger Gracchus gave to the colony the character of an economic device to rid the city of impoverished citizens.

DECORATIONS? NOT IN U. S.

WASHINGTON—The Senate committee on foreign relations, of which Senator Cullom is chairman, has adopted the report of a subcommittee, headed by Senator Root, declaring it to be the policy of this government that none of its servants, diplomatic, military or naval, may accept a decoration from a foreign power.

FORESTRY LECTURE AT LIBRARY.

Philip W. Ayres, state forester of New Hampshire, will deliver an illustrated lecture on "The Proposed National Forest Reserve in the White Mountains and Southern Appalachians" under the auspices of the New England Women's Press Association, at the public library Friday at 8 p. m.

TRACTION BILLS BUSY AT ALBANY

NEW YORK—Of the proposed amendments to the rapid transit act of New York city, which are before both branches of the state Legislature, the provision that will enable a subway to be operated by moving platforms is the most important and far-reaching. Another provision would operate to allow contractors who engage to furnish equipment and operation of a subway to purchase electricity instead of building a power plant.

A further provision stipulates that assessments for the construction of subways shall not be regarded as such an encumbrance as to prevent savings banks from loaning money on property assessed for subway construction.

CHINESE PRESENT STREET PETITION

NEW YORK—The first petition for a public improvement signed by a Chinese to be filed in this city has come to hand in the office of Borough President Gresser of Queens. It is a request to have a certain street asphalted.

This proof of the awakening of the orientals located here to a realization of their civic existence is signed by Sing Lee and Hop Wing. The former signed in English characters but the latter used Chinese. Both signified their willingness to appear at a hearing on the subject of their petition.

ART CONFERENCE WILL BE PLANNED

A meeting at the Twentieth Century Club this afternoon at 3 o'clock will consider preliminary plans for the organization of a conference on fine and industrial arts in connection with the "Boston-1915" movement.

Represented in the conference are the American Art Society, American Drama Society, American Music Society, the art commission of the city of Boston and the city's music department, the Boston Society of Arts and Crafts, Decorative Art Society, Copley Society, Handel and Haydn Society, Massachusetts Normal Art school, Boston Museum of Fine Arts, the Peoples Choral Union of Boston, Public School Art League, the Boston Water Color Club and the Women's Municipal League.

SILENT AT TUFTS ON SEGREGATION

President Frederick W. Hamilton of Tufts College said, when interviewed today concerning the plans for the segregation of the women students of the college:

"No definite statement can at present be made in regard to the matter. The question of segregation has been in the hands of a committee of trustees and a special meeting of this committee has been called for April 12. At this meeting the plans for segregation will either be postponed indefinitely or it will be decided to put them into effect as soon as possible. The matter will be finally decided then, and the final statement concerning segregation made."

Congressman Wm. Sulzer Lauded for Democratic Governor of New York



(Copyright by Pach Bros., New York.) THE HON. WILLIAM SULZER.

NEW YORK—The Tammany Club of the tenth Assembly district is enthusiastic over Democratic prospects. Julius Harburger, leader of the district, delivered a speech in which he characterized Mayor Gaynor as "the strongest Democrat to be nominated to the presidency."

"The Democracy in the nation and state can be rehabilitated," said Mr. Harburger. "We should carry the next House of Representatives and can elect the next state ticket if a man of the type of Congressman William Sulzer is nominated for Governor."

ROCHESTER POLICE OFFICER INVENTS A NEW CALL SYSTEM

ROCHESTER, N. Y.—Louis W. Miller of this city is the inventor of a new police signal system which has received the approval of many local officials. Many attempts have been made, but not until now has the problem been solved, to enable the head of a police department to communicate almost on the instant with patrolmen scattered over a wide area throughout a city on their beats.

The present system of patrol boxes for signaling is the result of an attempt to establish communication between patrolmen on their beats and the central office, but it is so deficient that throughout the country police officials for years have been voicing the need of some system far more adequate.

Mr. Miller's system is calculated to meet this need. It is the result of an experience of 22 years in police patrol operation. He claims that by his system the efficiency of a police force in any large city or small town can be increased 100 per cent. The system comprises a switchboard, comparatively small, connected by telephone with every patrol box in the field, so that when the commander of a precinct wishes to talk with an officer on his beat he can summon him by gong or by colored light, or by both, simply by the pressure of a button.

The response by the officer is automatically registered whether he talks or not, by time clock attachment specially constructed. This record and all records of reports by officers are on constant view for 12 consecutive hours and are instantly available by the commanding officer. There are no dots or dashes on a long tape to be unwound before a record can be found and translated. The invention includes a complete fire alarm system, with many practical advantages. It also includes a night watch service for factories superior in many ways to existing systems.

At the Railway Terminals

President Tuttle of the Boston & Maine road, accompanied by President Mellen of the New Haven road, attended the Maine Central road's meeting at Portland Wednesday.

The export and import business on both the Boston & Albany and Boston & Maine roads is extremely heavy at present.

The New Haven road has placed an order with the Pullman car shops for eight modern sleeping cars of different sizes. They will be the finest running into Boston when equipped for service.

The Adams Express Company received a large shipment of western horses today from the Pittsburgh yards via the Pennsylvania and New Haven roads, consigned to Boston and Brockton.

The Rutland railway private car Marquito, occupied by Gen. Man. George F. Jarvis and party, returned to Rutland Wednesday night from North station via the Pittsburgh division of the Boston & Maine road.

WARSHIP CONTRACT OF QUINCY PLEASES BOSTON EXECUTIVE

"Citizens of Boston were as much pleased as those of Quincy at the success of Admiral Bowles in securing the contract for the construction of the great Argentine ships," said Mayor John F. Fitzgerald at the dinner of the Quincy Board of Trade which was held Wednesday evening in the Music hall with about 300 present.

President Eugene R. Stone of the Board of Trade was toastmaster. Lieut. Gov. Louis A. Frothingham, Councillor Cushing, Mayor Shea of Quincy, Mayor Fitzgerald of Boston and Judge Loyd E. Chamberlain of Brockton were the speakers. The general subject was a greater and larger Quincy with special reference to the development of the water front.

Lieutenant-Governor Frothingham said in reference to the New Haven road that he hoped that the line would soon be run by electricity. The time is coming, he said, when the present condition of racket, smoke and cinders will be looked upon as only half civilized.

ELECT PRESS CLUB OFFICERS TONIGHT

The Boston Press Club will hold its annual meeting this evening at the new rooms of the club, 6 Beacon street. The following nominations have been made by the committee, and it is expected that the nominees will be elected practically unanimously:

President, James D. Hooley, Collier's Weekly; vice-president, Michael E. Hennessy, Globe; secretary, Edwin Reynolds, Globe; financial secretary, Harry French, Journal; treasurer, Frederick W. Browne, News Bureau; directors, Paul F. Brown, Globe; J. Frank Davis, Traveler; John J. Dowling; John J. Flinn, The Christian Science Monitor; Henry L. Hoey, American; Frank L. Welt, Transcript; membership committee, John Buchanan, Globe; Fred S. Coates, Financial News; Thomas Duffin, Herald; J. Stanley Pratt, Traveler, and Howard Reynolds, Post.

Officials of the club report that the organization was never in better condition, and that the financial condition is satisfactory.

DECIDE AGAINST ROAD PURCHASE

The purchase of suburban lines, some of which are said to be in a weak financial condition, by the Boston Elevated Railway Company as the result of the proposed extension of its franchise, was declared by the delegates of the 15 citizens and improvement associations of the United Improvement Association, at a meeting at the Boston City Club Wednesday night, to be too great a burden to the Elevated company. The result of this burden was held likely to prove destructive to a further pursuance of the needed improvements in the service of the metropolitan district of the company for many years to come.

CITY OF MALDEN ASSESSORS KEEN

The Malden board of assessors has organized for the year with the election of Charles R. Elder as chairman and with Assessor Carney sitting in the board for the first time. Mr. Elder was chairman last year and it was largely through his efforts that the tax rate was reduced several dollars on each thousand dollars. The citizens are largely availing to see if the chairman will succeed in unearthing more taxable property as last year he found about \$4,000,000 that was escaping taxation.

SUCCESSOR TO COLONEL NUTTER.

An order was issued today from the office of the adjutant-general directing that a colonel and chief of coast artillery, Massachusetts Volunteer Militia, be elected in place of Col. Charles P. Nutter, resigned. The election is to be held in the South armory, Boston, March 17, at 8 o'clock in the evening. The order is issued to the line officers of the coast artillery, M. V. M.

EXTRADITION ACTION BEGINS.

The Boston police today will begin extradition proceedings in order to bring to this city Osman F. Bateman, a public administrator of Somerville, who was arrested in New York Wednesday evening on the charge of larceny of \$1063 from the Suffolk Savings Bank; for Seamen and Others of Boston.

NEW TURKISH AMBASSADOR.

WASHINGTON—Zin Pasha, the eminent Turkish official who visited the United States last fall as special commissioner from the Sultan of Turkey to President Taft to announce the former's accession to the throne, has been appointed Turkish ambassador to Washington.

ROOSEVELT BUST FOR CAPITOL.

WASHINGTON—A marble bust of Theodore Roosevelt has reached Washington for installation in the Senate chamber. The bust is the work of James Fraser of New York.

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First National Bank

Federal, Franklin and Congress Streets.

EXPORTS OF CATTLE LESS OWING TO THE HIGH PRICE OF BEEF

The present high prices of beef in this country is having a serious effect on cattle exports.

The Warren line steamship Michigan, Captain Eynon, which leaves port tomorrow for Liverpool, will take no cattle. England is drawing largely on Argentina for its beef supply and the exports of cattle from South America are constantly increasing, while from this country they are falling off.

Steamship interests are much exercised over the loss of the cattle business, for it is the most profitable freight carried from here and its decrease means a material falling off in the earnings of the lines.

The Cestrian, Captain Thomas, which also sails today for Liverpool, carried 750 head of cattle. The Leyland line has a contract with the western beef concerns which does not expire for some time, and for that reason the bulk of the live stock is sent out on steamers of that line.

MEETING CALLED FOR BOSTON-1915

The "Boston-1915" shareholders will hold their first meeting in Ford hall March 17 to elect directors to the 1915 board to represent those who are not represented in the directorate through any organization.

James P. Munroe, executive director of Boston-1915, will preside. The work of the movement and its plan for the future will be explained by Edward A. Filene, chairman of the board of directors; John L. Sewall, executive secretary, and C. Bertrand Thompson, organization secretary.

MAKES CRANSTON A "CITY" TODAY

PROVIDENCE, R. I.—Governor Pothier is expected to sign today the act recently passed by the General Assembly, transforming the town of Cranston into a city. The signature of the chief executive will close a bitter struggle between the political and business interests of that district. The town of Cranston was made a city without the people of the town having the slightest voice in the entire proposition. The town has a population of approximately 18,000, and when it gets the new charter will become the sixth city in Rhode Island.

CALLS GAS PRICE EXCESSIVE

Robert E. Burke, mayor of Newburyport, Mass., filed today with the board of gas and electric commissioners a complaint that the price of gas and electric light sold and delivered in Newburyport by the Newburyport Gas & Electric Company is excessive. The complaint is made under chapter 121, section 34 of the Revised Laws, and asks for the relief that this statute provides.

GIRLS TO GIVE DRAMA AT PALACE.

There will be a performance of "The Merchant of Venice" by the Saturday Evening Girls of the Library Clubhouse of 18 Hull street at Mrs. John L. Gardner's place, Fenway, Court, this evening at 8 o'clock. The performance is given for the benefit of the summer camp for girls maintained by the club at West Gloucester.

WAKEFIELD GOLF CLUB CHANGE.

WAKEFIELD, Mass.—The Bear Hill Golf Club has voted to enlarge the clubhouse on the Bear Hill links to provide for a seating capacity of at least 150. The club has elected William E. Eaton president, Hubbard B. Mansfield treasurer and W. Raymond Emerson secretary. The season will open April 10.

ROOSEVELT BUST FOR CAPITOL.

WASHINGTON—A marble bust of Theodore Roosevelt has reached Washington for installation in the Senate chamber. The bust is the work of James Fraser of New York.

GOVERNOR PRAISES NEW HOLDING BILL IN MALDEN SPEECH

The Boston Railroad Holding Company bill, the Canadian system for the settlement of labor disputes and the finances of the state were subjects of addresses by Gov. Eben S. Draper, President Allen T. Treadway of the Senate and Speaker Joseph Walker of the House, respectively, before the Malden Board of Trade Wednesday night, assembled in annual banquet in the Malden auditorium.

Seated at the guests' table also were President Edwin Troland of the Board of Trade, Mayor George H. Fall, Mayor Bruce of Everett, Mayor Brewer of Medford, Mayor Morse of Melrose, Representatives Thomas P. Riley, Alvin E. Bliss, Lynde Sullivan, Senator Wilnot R. Evans of Everett, ex-Mayor Charles G. Warren, ex-Representative Frank A. Bayard, Col. E. E. Locke, the Rev. C. H. Moss and A. B. Tenney.

President Troland presided and introduced Governor Draper. The drafting of the holding company bill, its purposes and the results since its passage were regarded by the Governor as very successful. He maintained that the bonds of the company were an excellent investment for the savings banks.

Governor Draper said that the bill had only been on the statute books about nine months, but during that time the Boston & Maine railroad has authorized the expenditure of \$15,000,000 for improvements and the New York, New Haven & Hartford railroad had declared itself anxious to have a tunnel built between the north and south stations.

President Treadway spoke of some of the important measures now before the Legislature and especially of the bill which provides for the appointment of a commission to consider the law now in force in Canada for the settlement of labor disputes, which is to make its report to the next Legislature. He said more than \$3,000,000 had been saved to the employees of Canada by the enactment of the law, and he hoped a similar law would be passed in this state.

Speaker Walker compared the debt of the state 15 years ago of \$3,600,000 with the present debt of \$17,600,000 and advised the adoption of the pay-as-you-go policy.

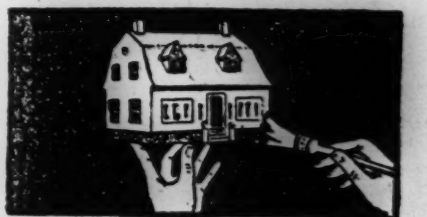
LIBERAL SUPPORT TO MASONS' HOME

The new Masonic home is being handsomely sustained, according to information imparted to the Grand lodge at its meeting Wednesday at the Masonic Temple on the occasion of the quarterly communication.

Past Grand Master J. Albert Blake stated that about \$110,000 toward the Masonic home had been received, and that about \$38,000 in addition has been pledged. The Grand R. A. Chapter had contributed \$1000, and the grand council, R. and S. M. \$500. Twenty-two lodges have either pledged or paid in \$5 for each member. Much has been done by the ladies' auxiliary, which has collected 1000 volumes and a number of pictures for the rooms and \$4000 from lodges. Administration plans are now being considered by the committee and it hopes to settle upon them soon.

PEABODY CLERK ARRAIGNED.

Edward W. Hall of Peabody, charged with the larceny of money from the mails, was arraigned this morning before United States Commissioner Hayes and held in \$1000 for the March term of the United States district court grand jury. He was released on bail.



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SMITH COLLEGE GIRLS GIVE SPRING CONCERT

Academy of Music in Northampton, Mass., Crowded with Students and Friends to Hear Musical Clubs.



MANDOLIN AND BANJO CLUBS.

Top row (left to right)—Elizabeth Rawls '10, Katherine Otis '12, Marjorie Fraser '10, Ruth Tuttle '10, Mary Peterson '10, Ednah Whitney '10, Marion Greenwood '10, Mary Ann Staples '10, Katharine Hubbs '10, Dorothy Murison '12, Eloise Harvey '12, Ethel Dugan '10, Mary Rice '11. Second row—Aline Ayres '12, Adeline Moyer '11, Marjorie Browning '10, Lorraine Washburn '10, Henrietta Peabody '12, Marion Ditman '11, Ruth Joslyn '12, Marion Patton '10, Annette Hoyt '10. Third row—Erminie Rost '10, Irene Hoyt '10, Josephine Dole '12, Marion Crozier '10, Carolyn Woolley '11, Portia Sweet '10, (leader mandolins), Ida Andrus '10 (leader banjos), Helen Gifford '10, Mildred Webster '12, Bertha Skinner '10, Edith Fitzgerald '12. Fourth row—Anthea Grant '10, Edith Miner '10, Henrietta Dana '12, Muriel Johnston '10, Gertrude Russell '11, Madalene Dow '12, Mary Koues '12, Marion Clark '12, Doris Patterson '11.

NORTHAMPTON, Mass.—The Academy of Music was filled Wednesday evening with Smith College girls and their guests for the spring concert of the college musical clubs. This concert is the largest social event of the year after the junior promenade. The Academy of Music has become too small for the concert audience, as its capacity is limited to 1040. Aside from the members of the clubs, only a portion of the senior class, which numbers 370, were able to secure tickets.

The program of the concert began, as always, with the singing of "Fair Smith." The distinction of the program was its large number of original compositions. The Mandolin Club played a musical setting to "Just One College," written by Marion Greenwood '10. The topical song, adapted from "The Belle of Brittany" and full of local hits, was sung by Hazel Gleason '11. The competition song,

called "The Rock-A-By Lady," for which the Glee Club offered a prize, was composed by Bertha Bodine '10. The Glee Club also sang a song, "When Love Is Kind," by Elsie Sweeney '10. The Glee Club's medley of popular songs for 1910 was written by Carrie Wright '10. The most ambitious number was a cantata, "The Chambered Nautilus," by Mrs. Beach.

During the evening solo parts to the chorus of the Glee Club were taken by Hazel Gleason '11, Elizabeth Wilber '11, Doris Nash '11, Louise Spear '12, Bertha Ward '11, Margaret Burleigh '11, Helen Brown '11, Carrie Wright '10, Mabel Havens '10, Mildred Carey '12, Grace Hoffman '12, Ruth Levin '12, Marion Denman '10, Elsa Detmold '11, Marion Denman '12, Eugene Fink '12, Louise West '11, Myrtle Alderman '11, Ruth Baldwin '10.

The personnel of the Glee Club was as follows: First sopranos, Marguerite Brumaghin '10, Helen Denman '10 (business manager), Florence Hopwood '10, Edith

Willetts '10, Hazel Gleason '11, Doris Nash '11, Rebecca Smith '11, Margaret Woodbridge '11, Grace Hoffman '12, Ruth Levin '12, Louise Spear '12, Ruth Wood '12, second sopranos, Katherine Bennett '10, Louise Marden '10, Winifred Metcalf '10, Margaret Burleigh '11, Elsa Detmold '11, Edith Lobdell '11, Gertrude Lyford '11, Margaret McCarty '11, Bertha Ward '11, Marie Bassett '12, Marion Denman '12, Marguerite Patton '12; first altos, Maude Hamilton '10, Carrie Wright '10 (leader), Arline Brooks '11, Helen Brown '11, Anna Butler '11, Louise West '11, Elizabeth Wilber '11, Eugene Fink '12; second altos, Ruth Baldwin '10, Mabel Havens '10 (assistant), Myrtle Alderman '11, Mildred Carey '12, Ruth Evans '12, Helen Northrup '12; accompanist, Elsie Sweeney '10.

The Mandolin Club consisted of: First mandolins, Elinor Benson '10, Marion Crozier '10, Ethel Dugan '10, Marjorie Fraser '10, Helen Gifford '10, Marion Greenwood '10, Edith Miner '10, Mildred Sawyer '10, Adeline Moyer '11, Doris Pat-

erson '11, Carolyn Woolley '11 (business manager); second mandolins, Ednah Whitney '10, Henrietta Dana '12, Josephine Dole '12, Madalene Dow '12, Henrietta Peabody '12, Mary Nickerson '12; third mandolins, Annette Hoyt '10, Bertha Skinner '10, Marion Ditman '11, Edith Williams '12; guitars, Irene Hoyt '10, Lorraine Washburn '10, Gertrude Russell '11, Ruth Joslyn '12, Dorothy Murison '12, Maisie Koues '12; violins, Marjorie Welles '10, Mary Rice '11, Mildred Webster '12; violoncellos, Katherine Otis '10, Esther M. Smith '10; properties, Muriel Johnston '10. Portia Sweet '10 is leader of the club.

The Banjo Club consists of: Banjeurines, Christine Graham '10, Katherine Hubbs '10, Aline Ayres '12, Marion Clark '12, Edith Fitzgerald '12, Eloise Harvey '12; banjos, Florence Grant '10, Frances Johnstone '10, Erminie Rost '10, Mary Ann Staples '10, Ruth Tuttle '10; guitars, Helen Newell '10, Mary Peterson '10, Elizabeth Rawls '10. Ida Andrus '10 is leader of the Banjo Club.

MUSICAL EVENTS

DONIZETTI's sextet in "Lucia" was performed so much to the satisfaction of the audience at the Boston opera house Wednesday evening that a repetition of it would have been acceptable. But no repetition was given. The audience applauded and the singers only bowed their acknowledgments. Mr. Constantino as Edgardo, the central figure of the throng assembled in the hall of Lammormoor to celebrate Lucia's betrothal, assumed that fixed attitude of a low bow and half averted head which means "Thank you, but the opera must go on"; and still the audience applauded. Then Mr. Constantino finding the hint of the fixed attitude insufficient to check the clapping straightened up and drew his sword, not on the audience, but on Lucia's brother, nodded to Mr. Luzzatti to go on with the music, and sang his challenge to the lords of Lammormoor. The singing of encores seems to be permitted by the director less frequently in the case of an opera old to the repertory than in the case of a new one, though oftentimes the audience with better reasons asks for a repetition on the second or third night, when the performance through practice has become smooth, than on the first night.

Mme. Lipkowska was much applauded for her performance in the scene which followed the sextet. She was applauded for her coloratura singing, which is quite as exquisitely limpid in tone and plaintive in expression here as in the Bell song of "Lakme"; and she was applauded for her acting, which makes every moment of this long musical episode a part of the drama.

Applause followed Mr. Constantino throughout the opera. He is a very different Edgar now from the Edgar he was when he sang with Mme. Tetrazzini year ago at the Boston theater. Then he was useful only for his beautiful lyric tenor voice to color the harmonies of the sextet and to hold the attention of the audience for a half hour after the soprano had finished her remarkable singing of her big scene. He could not color the sextet to such tonal beauty at the Boston opera house as he did at the Boston theater, for he had no such competent assistants in the minor roles in Mr. Russell's company as he had in Mr. Hammerstein's, and his voice does not blend with Mme. Lipkowska's as it blended with Mme. Tetrazzini's; but he could impersonate Edgar with greater breadth and freedom, he could give Edgar's lines in the closing scene a more dramatic reading Wednesday night than he could a year ago. Thus have Mr. Constantino's powers grown in a year's time in Boston, through being given larger scope than they were allowed in New York.

"Lucia" will be repeated at the performance of Monday evening, March 14, Mr. Luzzatti again conducting, with the same cast that sang at this performance, namely:

Edgardo.....Florence Constantino
Henry Ashton.....Rodolfo Fornari
Norman.....Roberto Vanni
Raymond.....Giuseppe Perini
Arthur.....Ernesto Giaccone
Lucy.....Lydia Lipkowska
Alice.....Virginia Pierce

Friday evening, March 11, Donizetti's "Don Pasquale" will be sung, with Miss Nielsen and Messrs. Bourillon, Tavecchia and Fornari. This will be followed by the second tableau of Rachmaninoff's "Miser Knight," with its only character, the baron, impersonated by Mr. Baklanoff. The performance will begin at 7:45 o'clock.

Mme. Lipkowska thought last fall that she should have learned enough English by now to venture a song in English for the music lesson scene of the "Barber of Seville." She announces that Russian and not English is the language in which Rosina will take her singing lesson at the "Barber of Seville" production of Wednesday evening, March 16. Rosina's song will be the "Nightingale" of the Russian composer Alabiéff. Mme. Lipkowska has not said whether she will sing the "Nightingale" in its simple folk melody form or whether she will use Mme. Blanche Marchesi's astonishing variations of it.

Mme. Lipkowska will make her last appearance in opera in Boston this year as Mimì in "Bohème," at the matinee of Wednesday, March 23. She will go from Boston to Monte Carlo for a short engagement and afterward she will go to Paris to sing at the Opera Comique. Mr. Constantino's last appearance will be at the final performance of the Boston season, Wednesday evening, March 23, when "Mefistofele" will be the opera.

Mr. Russell will be the director of the Boston opera company next year in its season of 20 continuous weeks. Since there will be no midwinter tour, it will not be possible for the Metropolitan Opera Company of New York to come to the Boston opera house until Mr. Russell's season is ended. It is not certain that the Metropolitan company will come to Boston independently next year; and it may be that all performances in which Metropolitan singers take part at the Boston opera house will be under the direction of Mr. Russell.

Otto Kahn, who is interested in making the terms of the working agreement between the Metropolitan Opera Company as broad as possible, went back to New York after his recent visit to Boston with a good impression of Mr. Russell's first season of work. Mr. Russell's first season of work. Mr. Russell's first season of work.

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This sympathetic and instructive biographical sketch of Mrs. Eddy deals with her ancestry, childhood and early experiences, her later struggles and wonderful accomplishments in the founding and direction of the great religious movement of which she is the head. This volume has proven of great interest and benefit to students of Christian Science.

Four Hundred Pages. Handsomely Illustrated. Beautifully printed and bound. A particularly appropriate gift to those interested in Mrs. Eddy and her life work.

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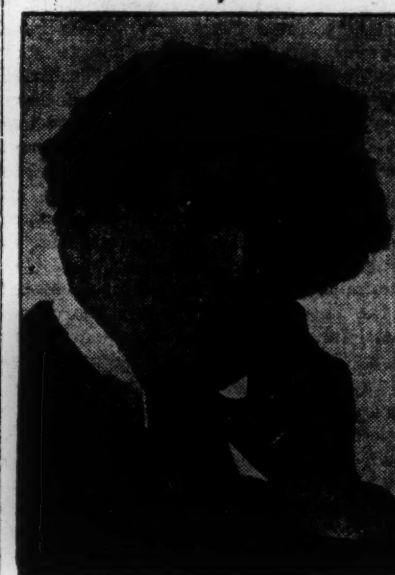
THE CONCORD PUBLISHING COMPANY

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Kahn's accounts of the Boston productions and of the public support they have received probably caused the report to arise that Mr. Russell was being considered as Giulio Gatti-Casazza's successor in Metropolitan directorship on the expiration of the Gatti-Casazza contract in 1911. It is quite in the course of things that if Mr. Kahn was pleased with the scenic work and the stage management of Mr. Russell, he would want to have it for the opera house in New York. Whenever he and the other gentlemen controlling Metropolitan destinies see anything that they like in the opera houses of Paris, Milan or Bayreuth, they immediately try to secure it for the Metropolitan opera house; why, then, if they like Mr. Russell's productions, should they not want to secure them too?



FERRUCCIO BUSONI.

Ferruccio Busoni, who will be the soloist at the Symphony concerts of this week, is one of the few European pianists who have ventured to tour America this year. Busoni has long been known as a pianist of vast technique; he has lately made himself known as a pianist who is striking out new paths of interpretation. Busoni does not escape criticism now any more than he ever did. When he lived in Boston 16 years ago he was reproached with being interested in technique for its own sake; and of late, according to a letter from Berlin in the Chicago Musical Leader, he has been reproached for abandoning the traditional readings of the masters. So Busoni continues to raise discussion by his playing; and at the same time he creates enthusiasm by his acute analysis of Beethoven's, Chopin's and Liszt's thought. He was successful at his first American appearance this season with the New York Philharmonic Society, playing the "Emperor" concerto, which he will play here; and he was successful later in his performance of a recital program. Busoni's second Boston appearance will be in a recital at Jordan hall Wednesday afternoon, March 16.

NOTES.

The music department of the city of Boston will give a concert in Knights of Honor hall, Roslindale, Wednesday evening, March 9, at 8 o'clock. William Howard's orchestra of 11 men will play. Lecturer, Prof. Louis C. Elson; soloists, Tom Karl, tenor, Louis E. Dalbeck, violinist.

There will be a vaudeville and operatic entertainment given under the auspices of the Boston opera house ushers at St. Mary's hall, Cooper street, on the Monday evening following the close of the Boston opera season. Among the artists who will appear are Lorenzo Oggero, tenor of the Boston Opera Company; Miss Lillian Tortorella, soprano; the International Imperial Quartet, now touring Keith's circuit; Miss Hake Mann, soprante; Mr. McDewitt, bass; Mr. Fermara, minstrel; Withington & Saunders, novelty dancers; Miss Maria Victoria. William J. Canavan is chairman and Theodore Frenger secretary of the ushers' committee.

BRITISH POLITICIANS SEE A TACTICAL SLIP IN JAPAN ALLIANCE

(By Charles P. Stewart, London Correspondent United Press.)

LONDON—There are unmistakable signs today that the British foreign office is reposing on a "bed of thorns" as a result of the prospect of a clash between America and Japan. This clash, which some believe will be merely commercial, but which many are convinced will be a Titanic war, is daily growing more imminent, in the opinion of English politicians.

While the great mass of the English people still believe that "blood is thicker than water," English diplomacy has disregarded this bit of sentiment and finds itself in a most embarrassing situation as a result. British diplomacy in its recent far eastern exercise has meant nothing more than British commercialism and is responsible for the Anglo-Japanese pact, from the terms of which it would be difficult to escape in the event of war between Japan and America.

The thought of a breach in the great Anglo-Saxon family, with England throwing her influence toward the orientals, is repugnant to the mass of English people. It is for this reason that the foreign office is hoping, as it never hoped before that a struggle between Japan and America may be avoided.

There is authoritative, though unofficial information that England is bringing the strongest pressure to bear upon Japan to avoid trouble with the United States.

In the matter of Japan's Manchurian policy, however, the British government's sympathies are strongly pro-Japanese.

GOVERNMENT BRIEF FLAYS METHODS OF THE STANDARD OIL

WASHINGTON—"Either the Sherman act should be repealed or it should be enforced in a manner, to make the people respect it."

With this declaration of its guiding principle, the department of justice on Wednesday filed with the supreme court of the United States a 1000-page brief in support of its petition that "Standard Oil" be dissolved as in violation of the Sherman anti-trust law.

The brief will be the foundation of the government's oral argument at the hearing of the supreme court next Monday. It bears the names of Attorney-General Wickersham and of Frank B. Kellogg, Charles B. Morrison and Cordell A. Severance as special assistants. The document flays the business methods of the Standard Oil Company.

FOUNDATION PLAN FINDS OPPOSITION

WASHINGTON—"On a line with the granting of charters by crowned heads with extraordinary powers," is what George W. Da Cunha, an architect of Montclair, N. J., says of the bill to incorporate the Rockefeller Foundation. He has sent a letter protesting against the passage of the bill to every member of the Senate. "It is a dangerous precedent and against public policy," he declares.

Two alleged evils of which he complains are that the bill, if passed, would relieve the Rockefeller fortune of inheritance and income taxes. Then there is no assurance, he adds, as to the use that successors of the incorporators may make of the Rockefeller fund.

PLAYHOUSE NEWS HERE AND ELSEWHERE

THE THEATER IN LONDON.

(Special to The Monitor.)

"The Balkan Princess."

LONDON—"The Balkan Princess" is likely to be a big success and retain its place at the Prince of Wales theater for many months. On the fall of the curtain the authors, Messrs. Frederick Lonsdale and Frank Curzon, and the composer, Paul A. Rubens, were called to the front by an enthusiastic audience. There is quite a good story, plenty of fun free of vulgarity, and also an opportunity for acting, an opportunity that was taken hold of by an excellent company.

Princess Stephanie of Balaria, who is the last of an unpopular dynasty, has been forced to choose a husband within a week or abdicate. Five eligible dukes are given her to choose from. There is a sixth, a Duke Sergius, a man of revolutionary tendencies, who refuses to marry a woman he has never seen. The princess is naturally determined to see this gentleman. So off the lady goes to a restaurant, incoherent of course, and meets a charming journalist who is as may be supposed the reluctant duke. The identity of her companion she discovers just before leaving; then, when the revolutionaries are about to drink to the downfall of the Belarian monarchy, the princess discloses the fact that their sovereign is present and orders the arrest of the Duke Sergius.

In the last act the Princess refuses to marry, and in spite of the prime minister's assurance that Duke Sergius is willing to marry her, and in spite of her willingness to do so, abdicates. Now that she is no longer a princess, Duke Sergius declares his admiration for his former sovereign, and destroying the deed of abdication, it may be assumed that they agree to live happily ever after.

Miss Isabel Jay plays the role of the Princess Stephanie delightfully, her acting is natural and unaffected and her singing, as may be expected from any one who has played a leading part in the Gilbert and Sullivan operas, is always artistic. Mr. Bertram Wallis makes a magnificent Duke Sergius, and his song,

BOSTON OPERA HOUSE

HENRY RUSSELL, Managing Director

Tomorrow Eve. at 7:45. DON PASQUALE. Mmes. Nielsen, McDewitt, Tavecchia, Fornari, Mogan. Cond. Condi. Followed by the Second Tableau of DER GEIZIGE RITTER. M. Baklanoff. Cond. Condi.

Sat. After. Mar. 12, at 2. TOSCA. Mmes. Derynne, Leveroni, MM. Jadowaker, Blanchard, Perini, Tavecchia, Giaccone, Pulcini, Orchard. Cond. Condi.

Saturday Evening at 8:00, at POPULAR PRICES

RIGOLETTO

Mmes. Bronska, Leveroni, Pierce, Kirmer, Swartz, MM. Constantino, Baklanoff, Nivette, Perini, Pulcini, White, Giaccone. Cond. Luzzatti.

Next week: Mon. Mar. 14. LUCIA DI LAMMERMOOR. Mmes. Lipkowska, Pierce, MM. Constantino, Fornari, Vanni, Perini, Giaccone. Cond. Luzzatti. Wed. Eve. 12. HARRIETTE DE SIVIGLIA. Fri. Eve. TOSCA. Sat. Mat. LA TRAVIATA. Sat. Eve. LOHENGRIN.

Good seats available for every performance at Box Office, or 177 Tremont St. (Eastern Talking Machine Co.)

Kason & Hamlin pianos used.



PAUL RUBENS.

English composer who has written numerous pretty musical plays.

"Dear, Delightful Women." is likely to be very popular. The whole production is so distinct an improvement on many of the musical comedies and its reception was so flattering that it may be hoped the days of a better form of musical entertainment have begun.

WOMEN VARIETY ARTISTS PROTEST

Women artists in cafes and music halls have recently taken sides with their masculine colleagues in leading a crusade against the inferior performances given in these establishments. Mme. Yvette Guilbert centers her hopes on historical songs as worthy substitutes for features of questionable propriety which figure on the bills of today. She would revive all the ballads and lyrics of the past, even as far back as the "Song of Roland." Mlle. Lantheny urges the return to the type of song sung during the eighteenth century, whereas Mlle. Thibaud advocates the re-establishment of the censor.

CHICAGO OPENINGS.

Miss Grace George will on March 14 present "Mrs. Partner," a new comedy by Thompson Buchanan, for the first time on any stage. Mr. Buchanan is the author of Miss George's success of two seasons, "A Woman's Way."

John Drew appears at Powers' March

GOOD SONGS

Marked Mailed
"Song of Hope".....\$1.00 \$1.25
"Think of Today".....\$1.00 \$1.25
"Lullaby".....\$1.00 \$1.25
The above are by Jane Bingham Abbott, the composer of the universally popular song, "Just for Today."

CLAYTON F. SUMMY CO., Publishers, 239 Wabash Ave., Chicago. (Estab. 1888)
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14 in his new farcical comedy, "Inconstant George." The play is very light, and might with no harm be considerably pruned.

Louis Mann will return to Chicago on March 13 with "The Man Who Stood Still," playing a two weeks' engagement at McVickers' theater. Mr. Mann played an engagement in this city last season in the same play, which was then called "The New Generation." It has since been considerably improved by revision.

Mlle. Adeline Genée, the wonderful Danish dancer, comes to the Colonial March 20 in "The Silver Star."

HERE AND THERE.

The first of a series of individual recitals in Irving hall of the school of expression, Copley square, was inaugurated Wednesday evening with a program from New England authors presented by Miss Jessie Alberta Luther, with Harold A. Reynolds assisting in vocal and pianoforte selections. Miss Luther, who lives in South Boston, has a large following who are interested in her progress as a reader. Her program, which was well received by a large audience, contained an original arrangement from Joseph Lincoln's "Mr. Pratt," "The Shaving of Jacob," by Sam Walter Foss; an original arrangement from "The Peabody Pew," by Kate Douglas Wiggin; three poems by Nixon Waterman, and an original arrangement from Elizabeth Stuart Phelps' "The Madonna of the Tuba."

Vaughan Glaser, who is starring at the Globe in "St. Elmo," a play founded on Mrs. Augusta J. Evans' famous novel, has just secured the rights of a play, the scenes of which are laid in and about Boston. The author is Arthur Blanchard, a recent Harvard graduate and Boston newspaper man. Mr. Glaser and Miss Fay Courtenay, his leading lady, are enthusiastic over the play, which is of sociological interest, dealing with a problem of conflicting classes, from a novel point of view. It is planned to produce the play this summer. Mr. Blanchard's play was brought to the attention of Mr. Glaser by George Henry Trader, of New York, a well-known actor and one of the play readers' committee of the Actors' Society of America. Mr. Blanchard founded "Baker's Dozen," at Harvard, an organization that has brought several Harvard play writers into public notice. He had the friendship and encouragement of Clyde Fitch.

FAULTS OF STAGE DIRECTION.

"I had the good fortune to get my training from Samuel Phelps, the great tragedian, who supported Macready in his earlier days. Macready said that if he had any mantle it would fall upon Phelps. During the last six years of Phelps' life I read all my parts to him. His instruction in simplicity and distinctness of utterance was of inestimable value," says Forbes-Robertson, the eminent English actor.

"In considering the cause of the frequent complaints of the public relative to stage direction at the present time it has occurred to me that the trouble sometimes has its source in the actor's very desire to act well. In his efforts to

appear natural he mumbles his words as too many people do in every-day life. Much of this can be corrected by constantly bearing in mind the true value of vowels, the percussive value of consonants and the importance of keeping up the voice until the last word is spoken.

"There must be plenty of wind in the bellows, so to speak. The great thing is to have the sound come from the front of the mouth. As the sentence is spoken the breath is being exhausted; the voice naturally goes down. The actor must learn to breathe deeply from the diaphragm and take his breaths at the proper time. Too often the last word is not held up, and that is very often the important word. If the audience loses it they miss the thought. In a speech of a dozen lines a dozen words are often dropped and the result is disastrous.

"Correct speaking can be acquired only by keeping at it, by practicing constantly. The actor must have certain standards; he must avoid affectation and mannerisms. He must have the proper pronunciation, which is not always to be got from dictionaries, by the way, but from the accepted usage among people of culture.

"Instruction helps, but the player must work out for himself the best method of speaking. The trouble with the instructor is that he is too seldom of the cultured class. He himself may not know what is right. And when he does know this instruction is too apt to be formal and affected. He too frequently teaches pedantry of speech, which is intolerable. The schools, however, can do a lot to help. But they neglect the essentials of speech in the effort to teach subjects that can never be of practical value.

"There is one difficulty that is almost insurmountable in acquiring correct utterance. I find that some actors cannot distinguish sounds, just as others have not an ear for music. They speak line after line in the same way where there should be variations, and they are ignorant of their own defect. When their attention is called to this fault they are unable to correct it, and they keep on repeating it.

"The people in the Latin races are, as a rule, better speakers than we Anglo-Saxons. They speak more distinctly and with a better sense of the value of sounds and words. They elide their words, to be sure, but they do it beautifully. We are slovenly of speech, we drop our 'rs' and ignore our 'ings,' not only among the untutored, but more and more among the cultured, especially in England.

"Although modern English and American actors have their faults, I believe that they speak better than the actors of past generations. The latter bellowed and spoke with too much formality and pedantry."

CRUISER GOING TO NEWPORT.

NEWPORT, R. I.—The famous old cruiser Vesuvius is expected back at Newport soon from the Charlestown navy yard where she has been for the last two years. She will be used here for testing torpedoes preparatory to placing them aboard battleships.

All Attendance for Boston Auto Shows Now Exceeded

NEW AUTOMOBILE ASSOCIATION IS ORGANIZED HERE

Will Be Known as the Boston Association of Licensed Automobile Dealers—Forty Dealers Eligible.

OFFICERS ELECTED

Announcement was made last night of the incorporation of the Boston Association of Licensed Automobile Dealers, a Massachusetts corporation having for its purpose the advancement of the interests of those who handle cars licensed under the Selden patent.

Every dealer in licensed cars will be eligible to membership in the new association, officers of which have been elected as follows: President, John H. MacAlman; vice-president, J. S. Hathaway; treasurer, F. A. Hinchcliffe; secretary, Chester I. Campbell.

The directors are the above officers and the following: J. W. McGuire of J. W. McGuire & Co.; J. W. Bowman of J. W. Bowman Company; F. E. Wing, Marmon; S. P. Underhill, the Underhill Company; C. F. Whitney, Park square auto station; E. D. Gilmore, Whitten & Gilmore Company.

There are about 40 dealers in Boston handling licensed cars, some of them two or three makes, so that 60 manufacturers are represented. In the present Boston Automobile Dealers Association there are 36 dealers.

While nothing has as yet been announced as to the future of the Boston show it is generally understood that the new licensed dealers' association will have charge of the affair next year with Chester I. Campbell as usual as general manager.

The Boston show is probably the biggest in America, this week's affair having 324 exhibitors.

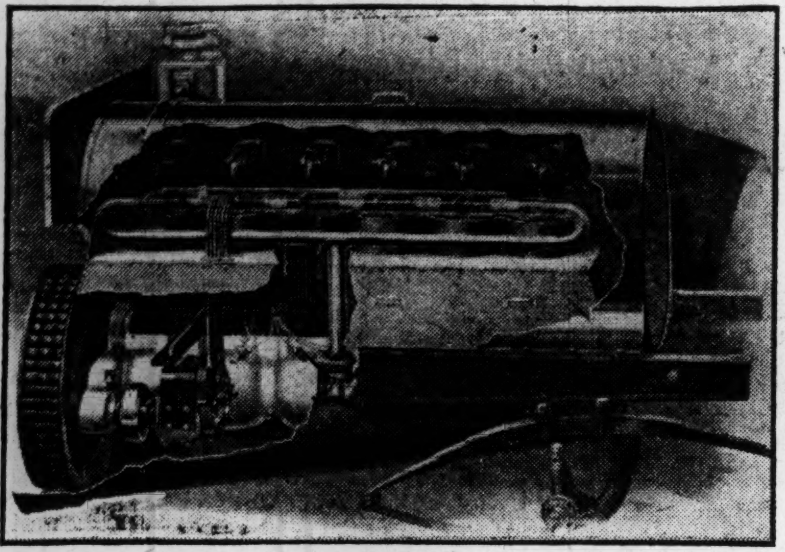
The Boston automobile show in Mechanics building entered on the last half of its week of exhibition this morning and unless there is a great and unexpected falling off in the daily attendance all records for a Boston show will be far surpassed. A large number of persons were present when the doors were thrown open and more visitors appeared every minute until the early afternoon found the building well filled.

The first half of the week has exceeded all expectations, this is especially true of Wednesday, when, despite the fact that double admission was charged that day, the building was crowded with visitors. So many persons were in the building between 8:30 and 10 in the evening that it was almost impossible to move about.

A change has been made in the Cadillac agency in Boston. This car has been handled by Alvan T. Fuller for a number of years in connection with the Packard. Of late Mr. Fuller has been nearly overwhelmed with business, particularly since he finished his big service station in the Back Bay.

Al Measure, who has been associated

The Franklin Air-Cooled Engine



The above cut shows the Franklin air-cooled engine which is used by the H. H. Franklin Manufacturing Company in all its well known Franklin cars. This system is claimed to be the simplest and most reliable now on the market. No means has ever been discovered for cooling an automobile engine without using air. The water-cooled engine is

cooled by air but in an indirect manner. Instead of taking up the heat from the cylinders directly by air, water is passed around the cylinders to take up the heat, then the water is sent through a radiator and heat from the water is taken up by the air. In other words, water cools the engine and air cools the water.

with Mr. Fuller for some time, is the new Cadillac dealer. Until July 1 he will buy his cars through Mr. Fuller, for the contract does not expire until then. The Cadillac store will be on Boylston street, opposite Arlington, and it will be opened right away.

Among the visitors to the show is Paul M. Lineberger, vice-president and sales manager of the Rainier Motor Company. Mr. Lineberger has just concluded a tour of all the Atlantic seaboard states, in which he has established active agencies for the distribution of the well-known Rainier car. Mr. Lineberger has found trade conditions excellent in all the districts he has visited and he predicts a banner year for the sale of high grade automobiles. He says that the Rainier stock car will be a competitor in all the principal race events on road or track in the eastern and southern states this year. Already the Rainier car that won the Atlanta gold trophy with a world's record of 200 miles in 173m. has been nominated for the 24-hour automobile race at Brighton beach on May 13-14.

The automobile robes advertised by Sartwell, Heindol & Humphrey at 39-41 High street, Boston, are the newest thing out, and their convenience will soon be recognized as a necessity. For the chauffeur's use a pocket is made in the lower part of the robe, so he can insert his foot, hold the robe in place and keep perfect control of the machine. For the ladies' use a large extra piece of the robe material is fastened on the lower part, wide enough to provide ample protection for the feet of two persons; very simple and effective.

WEYMOUTH RIVER SURVEY POPULAR

Quincy and Other Greater Boston People Interested in Proposed Deepening to Allow Battleship Launch.

Much interest is being taken by Quincy people and others of Greater Boston in the proposed amendment by Senator Lodge to authorize a survey of the Weymouth river for a half mile below Quincy Point bridge. This is a necessary preliminary to an appropriation for deepening and widening the channel to enable the Fore River Shipbuilding Company to launch the new dreadnought for Argentina.

Frank F. Crane of Quincy, commissioner of the waterfront, went to Washington Wednesday for a talk with Senator Lodge about the matter. The survey will probably be carried in the pending rivers and harbors bill. If the improvement is favored by army engineers there will be an opportunity to appropriate the money next year so that the dredging can be done in time for the launching.

A survey of the Mystic river has also been asked by Senator Lodge. This is causing some interest in the towns along the Mystic—Chelsea, Everett and Medford.

INTEREST IN AUTO SHOW UNCEASING

Independent Exhibit at Old Arts Museum Proves Demand for Motor Vehicles to Be Great.

The interest taken in automobiles throughout Boston is increasing instead of diminishing like other fads have done and as has been the prediction of many people about the motor car, according to appearances at the independent auto show being held in the old Art museum, Copley square.

The Acme seven-seated car, which is attracting a great deal of attention, is an example of all that could be wished for in a modern good appearing car. It is well equipped with comfortable seats and the latest conveniences.

The Lexington car is another fine specimen of the latest type of touring cars, and they present a beautiful appearance against the dull color of the walls of the building.

An attractive exhibit is seen in the Parry section of the show, where the spacious room devoted to the company give an excellent opportunity for the patrons of the affair to see the car to its full advantage.

The large number of second-hand cars for sale by the Massachusetts Auto Company is proving a popular card for the show. Every kind of a vehicle is on exhibition that one can think of. All sized cars, different colors and vehicles with a seating capacity of from two to seven people may here be found at a reasonable rate, and there are many that are taking advantage of the chance to pick up a good car of recent make and style who formerly had no idea of purchasing.

The booth of the Falls Tire Company, located in a corner of one of the huge halls of the Art Museum presents a pretty sight, with its large American flags and palms for decorations, and many attractive sets of booklets and cards located on the red cloth covered counter. There are also a few gold trinkets and clocks on sale at this counter, and they cause no little comment located as they are in a place where no one expects to find such things, amid the huge tire cases and other accessories. The booth taken from a little distance presents a cozy and homelike appearance that is very pleasing to strangers who are visiting the show.

ANNOUNCE DRAMA AT CONSERVATORY

Posters in Green, Yellow and Black Tell of the Coming Theatricals of the Sinfonia Fraternity April 4.

Posters in green, yellow and black announcing the annual Sinfonia theatricals appeared at the New England Conservatory of Music today. The event will take place in Jordan hall Monday evening, April 4. A rural drama in three acts entitled "Hope Valley," written by Percy J. Burrell, the fraternity's supreme president, will be presented. Original melodies are composed by both active and alumni members of the chapter, Charles H. Doersam, Harold B. Simonds, Frank Weed, Elisha P. Berry, Homer Humphrey and William Stickles.

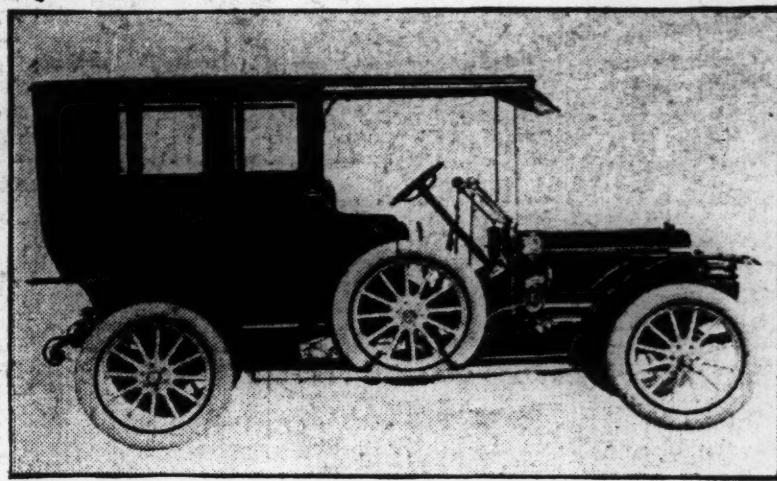
The cast includes 19 persons, several of whom are young ladies from the sororities and dormitories. Miss Elizabeth Wood, Winchendon, Mass., will play the leading role of Lucy Oats.

Others in the cast: Miss Marguerite Hinman, Los Angeles, Cal.; Miss Myra Splane, Oil City, Pa.; Miss Mildred Shurtliff, West Stewartstown, N. H.; Miss Helen Morrison, Columbus, O.; Miss Edna Power, Missoula, Mont.; and Miss Alice Brady, New York city, the daughter of William Brady, well-known theatrical manager. Vaughn Hamilton, Elisha P. Perry and F. Otis Drayton of the conservatory faculty have prominent parts in the cast. The orchestra will be under the direction of Mr. Doersam, president of Alpha chapter.

DEFEAT EMBASSY HOUSE BILL

WASHINGTON—A second attempt to have the House pass a bill providing for the purchase or erection of embassy buildings in foreign capitals was on Wednesday defeated after two hours' debate.

Rambler Limousine for 1910



AUTOMOBILE SALESMANSHIP AND VALUE OF ADVERTISING

Keen Competition Among Dealers Makes Selling No Easy Affair—A Reliable Product Backed by Honest Statement Is the Keynote to Success in the Trade.

Automobile salesmanship is of two kinds—the sales of cars by the manufacturer to the dealer, and the sales of cars by the dealer to the public. Or, broadly speaking, wholesale and retail, says Hugh Chalmers.

So far as the wholesale side is concerned automobiles have been bought rather than sold. The demand from dealers has been enormous. It has been too great for all of the factories in the country to fill, hence there has not been as careful application by many manufacturers of the principles of salesmanship in the distribution of automobiles as there has been in most other lines of commercial activity.

Many companies seem to go on the principle that as soon as the factory's output is spoken for by the dealers it is sold. This is far from true. Cars are not really sold until they are in the hands of users at a price that gives a fair profit to both dealer and manufacturer.

Competition is strong among the dealers, and they know that it takes brains and hard work to sell cars, no matter what the man at the factory may think.

The first potent factor in influencing the public is good goods. No possible amount of strenuous salesmanship and advertising will suffice to keep a poor article on the market. It is possible by strong salesmanship and clever advertising to sell a "first edition." Profitable business is a matter of repeat orders, and you can't have repeat orders when you put out poor goods. A salesman with good goods to offer always makes a better record in the long run than the salesman with inferior goods, even though the man with the poor goods may be superior to the other man in the practice of the arts of his profession.

The conditions in quite recent years in the automobile industry have been such that any factory that could turn out a car that had any merit at all could sell its output. The time is bound to come when only those factories which turn out cars of unusual and unquestioned merit will be able to sell their output.

When one stops to think of all the energy and all the talent concentrated now on the production end of the automobile business one is inevitably forced to the conclusion that sooner or later production will catch up with demand. Then good salesmanship and good advertising will play a more prominent part in the automobile business than heretofore. It is playing a part now, but that part is not plain to every one.

I have just been saying that the fundamental principle of salesmanship is good goods. When the time comes that production equals or passes demand then the manufacturers who have maintained a high standard in spite of all temptations to lower the standard for the sake of turning out greater quantities will find that they have been much better salesmen than they knew. They will find themselves sitting on a solid rock of public confidence.

The second great fundamental principle in salesmanship and advertising is honest statement. This applies equally to salesmanship by word, and to all salesmanship in print, which is advertising. It is my observation that you can't fool the American public very long. You can't even fool a part of the people a part of the time. I have never known of a business to survive continual dishonest statement. There has been a tendency I think in automobile advertising to

make extravagant statements. Automobile advertising has not been dishonest, but some of it undoubtedly has been careless. We are all, of course, too ready to claim the earth.

There is no business in the world right now which so fully occupies the attention of the general public as the automobile business. There is no business which receives so much favorable mention from the newspapers as the automobile business. I think we can credit the newspapers very largely for having worked up so much interest in automobiles. It is largely owing to their attention that there is such an unusual demand for cars.

Automobile manufacturers, it seems to me, should do everything in their power to help keep alive this great public interest in automobiles. It is the most encouraging sign in our business. Every one talks about automobiles and knows something about automobiles, and wants to know more about them whether they actually own cars or not.

This is what we might call "mouth to mouth" advertising, and it is the best sort of advertising in the world. But this kind of advertising has to be started in the first place and has to be kept going in the second place. It is started by publicity and it is kept going by publicity. All the advertising that all of us do helps to keep alive the enthusiasm over automobiles.

TARIFF RELATIONS WITH FRANCE NEAR PROHIBITIVE STAGE

WASHINGTON—It is admitted by treasury officials today that the tariff situation between the United States and France is assuming serious aspects.

Practically every article exported by the United States to France is now subjected by that country to its maximum tariff. In some cases, as in the instance of cottonseed oil, this tariff is directed particularly and almost exclusively against the United States.

There is need for haste in pushing the negotiations, if tariff reprisals are to be avoided in this quarter, because the French Parliament, which alone can make concessions, will adjourn its present session March 27. If nothing is done before that time to enable President Taft to issue a proclamation extending to France the benefit of the American minimum tariff, all importations into this country from France will be assessed after March 31 at our maximum tariff, which is 25 per cent above the lower rates, and prohibitive in the case of most French imports.

As regards the situation between this country and Canada, there is a more hopeful attitude.

FOR SUBMARINE SIGNALS.

WASHINGTON—An appropriation of \$600,000 is provided for the establishment of submarine signals along the Atlantic coast, in a bill passed by the Senate on Wednesday.

A Center of Interest at the Auto Show

HAVE YOU SEEN the cars with the largest braking surface of any automobile built?

HAVE YOU EXAMINED the cars which have won perfect scores in the greatest endurance contests in America—the only four-cylinder car costing under \$3500 which made a perfect record in the 1907 Glidden Tour—a car which successfully ran 12,189 miles in 100 consecutive days—a car which not only was awarded a perfect score in the 1908 Glidden, but was the only competitor for the Hower trophy listing at less than \$5000 which came through perfect—cars which finished with perfect road record in the 1909 Glidden Tour, the hardest of them all?

THESE PERFORMANCES stand for RELIABILITY, QUALITY, and have given the name of the "Consistent Superior of Superior Cars."

This car is the

6 Cyl. \$3500

PREMIER

and its makers have never found it necessary to resort to special design, construction or finish to make a successful impression in shows or endurance contests.

Exhibited in Space 42, Mechanics Building

BY THE

Premier Motor Car Co. New England

1008 Boylston St., Boston

Boston's 8th Annual AUTOMOBILE SHOW

Auspices Boston Automobile Dealers' Association

MECHANICS BUILDING

Every Day This Week. 10.00 A. M. to 10.30 P. M.

380---EXHIBITS---380

A VISIT TO THE SHOW AN EDUCATION IN TWENTIETH CENTURY TRANSPORTATION. A CAR FOR EVERY PURSE. BEAUTIFUL DECORATIONS.

PRONOUNCED BY PRESS AND PUBLIC GREATEST AND MOST COMPLETE AUTOMOBILE SHOW EVER HELD IN THE WORLD.

Motor Cycle Day Admission 50c

For All Automobile Motors

If you run an Automobile you will own this Tool when you have seen how perfectly, quickly and easily our latest device

THE P. C. W.

Valve Lift

adjusts the valves, removing or replacing, relieving the spring tension and allowing the quick and easy removal of split-washer or lock-pin.

Fits any motor, readily operated around pipes, magnetos or other fittings, cannot slip, always ready and secure. Made of forged steel, the strongest tool in the market, small and handy, to carry in the Tool Kit or box.

A Perfect Piece of Scientific Mechanism. Without a Rival for Practical Use

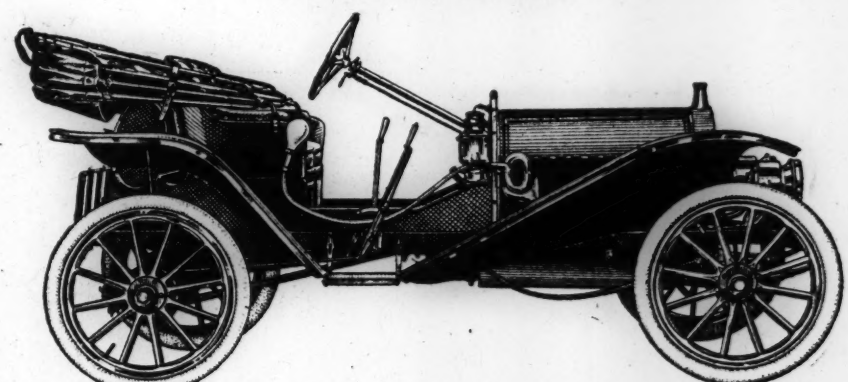
Price \$1.00 by Mail Prepaid. Money refunded if not as represented.

The P. C. W. Mfg. Company

1 Madison Avenue

NEW YORK

THE COSTLIEST CAR IS NOT MORE STAUNCHLY OR CAREFULLY BUILT THAN THIS



4 Cylinders

20 H. P.

Sliding Gears

Bosch Magneto

Hupmobile

\$750

Including 3 Oil Lamps and Horn (F. O. B. DETROIT)

In comparing the Hupmobile with cars of greater cost—even to the costliest—consider the price last.

If it were possible to place the Hupmobile side by side with the costliest car, you would find no point of difference—save in size—as you would go over the two.

You would find no superiority in favor of the other car in the matter of steels and other materials employed; nor in the degree of skill and accuracy of workmanship; nor in motor design and smoothness of operation; nor in the development and application of power.

The Hupmobile is indeed a remarkable car; the more so in that it matches cars costing four to five times as much in every essential save the number of passengers it will accommodate.

This equality—if you have a demonstration of the Hupmobile—will be found extending also to the smooth, noiseless running of the latter; its simple, easy control and smooth riding qualities; its display of power and speed.

Your request for the Hupmobile literature—including the booklet about the Detroit-New York snow tour—will be the first step in your complete surrender to this splendid car.

HUPP MOTOR CAR COMPANY, DETROIT, MICHIGAN
LICENSED UNDER SELDEN PATENT.

The Henderson, Lowe Co., 117 Massachusetts Ave

Telephone—Back Bay 3212

At the Show—Space 154-155

This Advertisement is Published for the Protection of Automobile Buyers

United States Patent No. 549,160, granted November 5th, 1895, has been held by Judge Hough, of the United States Circuit Court for the Southern District of New York, to be valid and to cover the modern gasoline automobile.

This Patent is Known to the Public as the "Selden Patent"

LICENSES HAVE BEEN GRANTED under it to manufacturers and importers of seventy-six makes of gasoline automobiles, the names of which are given below.

SUITS MAY BE BROUGHT under this patent for infringements by manufacturers, by dealers, or by users of pleasure or commercial gasoline automobiles, and it is the intention of the owners to protect the exclusive rights secured by it to those who have become licensees, by commencing suits against infringers.

THE SELDEN PATENT IS RECOGNIZED by nearly all reputable automobile manufacturers, and its basic character as well as its validity has been established by the Court.

IT IS CLEARLY THE DUTY of every lawabiding American citizen to respect the exclusive rights secured by the patent, as it is a duty to respect any other valid patent, and to co-operate in upholding it, as it secures to the owners and licensees under it exclusive rights authorized by the Constitution of the United States and by law.

THE ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS STANDS for much more than merely the

recognition of the Selden Patent. Its members individually and through their combined efforts in the Association are chiefly responsible for the development of the automobile to its present perfected state.

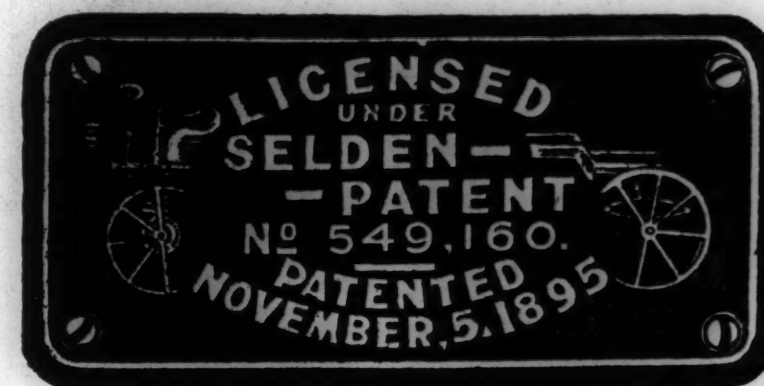
THERE IS NO REASON WHY anyone buying a car should not buy one licensed under the Selden Patent. The licensees build cars of all classes and for all prices, so that there is scope among licensed cars for the satisfaction of every taste and every purse.

IT HAS BEEN THE STEADILY MAINTAINED policy of those who own and control the Selden Patent not to extend the protection of it to any manufacturer who does not give the public good value for the money asked. It has not been the policy to extend protection under the Selden Patent to new and untried or doubtful products.

THE LICENSEES HAVE BEEN and are now leaders in production of medium, low-priced and high-priced cars. They have produced year by year better cars for the same money, and often better cars for less money, than have been produced by manufacturers

who are not licensees. They compete with each other in quality and price exactly as they do with those who have no license.

PURCHASERS SHOULD NOT TAKE ANY chances by buying unlicensed cars. By purchasing licensed cars they are protected by the Selden Patent and avoid the risk of litigation for infringement of that patent.



LOOK FOR THIS OFFICIAL LICENSE PLATE ON THE AUTOMOBILE YOU PURCHASE

THIS ANNOUNCEMENT IS MADE SO THAT BUYERS OF AUTOMOBILES MAY KNOW THE FACTS AND BE GOVERNED ACCORDINGLY

CARS LICENSED UNDER SELDEN PATENT

Acme
Alco
American
Amplex
Apperson
Autocar
Brush
Buick
Cadillac

Cartercar
Chalmers
Columbia
Corbin
Dorris
E-M-F
Elmore
Everitt
Ewing Taxicab

Flanders
Franklin
Fuller
Glide
Grabowsky Truck
Great Smith
Haynes
Hewitt Truck
Hudson
Hupmobile

Jackson
Knox
Lambert
Locomobile
Lozier
McIntyre
Mack Truck
Marion
Marmon

Matheson
Maxwell
Mercer
Mitchell
Moline
Moon
Mora
National
Oakland

Oldsmobile
Overland
Packard
Palmer-Singer
Peerless
Pierce-Arrow
Pierce-Racine
Pope-Hartford
Premier

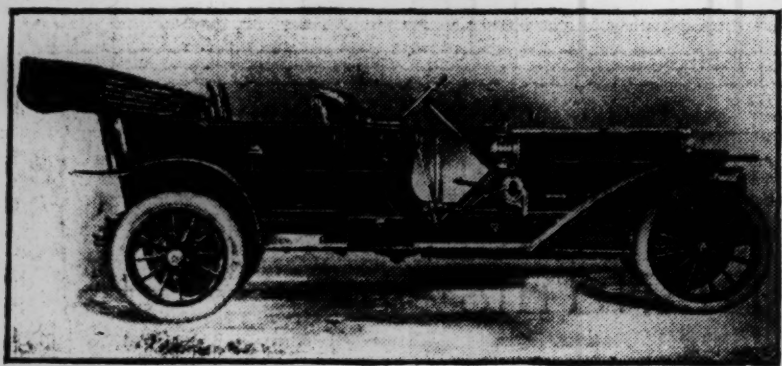
Pullman
Rainier
Randolph Truck
Rapid Truck
Regal
Reliance Truck
Reo
Royal Tourist
Sampson Truck

Selden
Simplex
Stearns
Stevens-Duryea
Stoddard-Dayton
Studebaker
Thomas
White
Winton

FOREIGN CARS—Brasier, Delaunay-Belleville, Lancia

ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS, 7 East 42d Street, New York

Six-Cylinder Stevens-Duryea



FORTIFICATION BOARD STARTS FOR PANAMA TO SEE GUN SITES

NEW YORK—To finally decide upon sites for the fortifications at the Atlantic and the Pacific terminals of the Panama canal and along the route of the canal, which will cost approximately \$5,000,000, a part of the fortifications board appointed by President Taft departed Wednesday on board the Ancon, of the Panama steamship line. In the party were Brig-Gen. Arthur Murray, chief of artillery, and Brig-Gen. William L. Marshall, chief of the engineer corps.

These officers have been preceded by

Brig-Gen. William W. Wotherspoon, assistant chief of staff, and Maj. William G. Haan, in command at Ft. Wadsworth, and by Commanders J. J. Knapp and W. J. Maxwell, the naval members of the board. The officers will make the round trip on board the Ancon, and expect to stay on the isthmus about eight or ten days.

General Marshall said that while all the plans for the proposed fortifications had been worked out in the army offices in Washington on paper, it was necessary for the board to see the locations.

CANADIAN TARIFF NOW IN ABEYANCE

WASHINGTON—The state department will take no further action in regard to the Canadian tariff negotiations until the American commissioners report.

By executive proclamations issued Wednesday these countries are declared to be entitled to the United States minimum tariff rates: Cuba, Bahamas, Siam, Bermuda, Barbados, Leeward islands, Windward islands, Jamaica, including Turks and Caicos islands, and Trinidad and Tobago.

INDIAN BILL IN THE SENATE

WASHINGTON—The Indian appropriation bill has been reported to the Senate. The Senate committee made a net increase in the aggregate of appropriations made by the House of \$1,000,956. The most important Senate amendment is for the relief of the Pottawatome Indians in Wisconsin.

PITTSBURG RAISES WORKERS' WAGES

PITTSBURG—Every employee of the city of Pittsburgh will get a raise in salary, from the scrubwomen in the municipal buildings and pages in the city council to the department heads. After weeks of consideration the council finance committee approved the readjusted salaries on Wednesday. The increase will add about \$400,000 to the city's pay-roll.

Scrubwomen are advanced 25 cents a day and pages from \$10 to \$15 a month. Some stenographers and clerks get as much as \$500 increase, while none gets less than \$100 a year more.

CUYUNA RAILROAD IS SOLD

MINNEAPOLIS—The Minneapolis, St. Paul & Sault Ste. Marie Railroad Company has bought for \$500,000 the Cuyuna Iron Range railroad. The transaction calls for the transfer of 36 miles of railroad and all the equipment.

SUPPLYING PUBLIC WITH DESIRED CARS SECRET OF SUCCESS

"If one motive more than another is responsible for the creation of the United States Motor Company," says President Benjamin Briscoe, "it has been my constant desire to be able to give the public any kind of a car wanted."

"While the Maxwell-Briscoe Motor Company has done, and is doing, an enormous business, yet the field was limited to cars of a certain type, beyond which field we had no desires. But now, I am happy to say, the United States Motor Company, by reason of combined effort and marked efficiency, will be able to satisfy the public with any kind of a car at any price, be it for commercial or pleasure purposes."

"The majority of automobile concerns are compelled to purchase their parts from independent concerns, who must necessarily make a substantial profit to exist. This condition will not exist with the United States Motor Company."

"The influence of the company will be far-reaching, with representation everywhere in this and foreign countries. The demand for Maxwells in foreign countries has been so great that we have taken the cue and intend to exploit the world as a common market. A great many Maxwell cars have been shipped to Japan."

"Talent will be evident in every department, for I firmly believe to produce the best results the highest-priced skill is none too good. It is my desire to establish a criterion both for quality and reliability in every car that we will make, with prices ranging from \$500 to \$5000."

"It is unnecessary to tell those who have used Maxwell cars that public confidence in our efforts to build a reliable automobile has never been abused. The self-same policy will dominate in the United States Motor Company, only in a magnified form."

"I wish it definitely understood that neither Mr. Maxwell nor myself will relinquish in any way our responsibility to the Maxwell-Briscoe Motor Company—that we have no intention toward monopoly, and that the United States Motor Company will earn every dollar it makes by virtue of its efficient organization, a reward born and conferred by industry and perseverance."

"R-S." MOTORCYCLE AT AUTO EXHIBIT

Various Types of Machines Manufactured by Concern Possess Modern Features, Speed and Style.

The Reading Standard Company is one of the oldest concerns in the motorcycle and bicycle business. It was organized in 1896 under the name of the Reading Standard Manufacturing Company for the manufacture of bicycles by William F. Remppis in Reading, Pa. In 1902, Mr. Remppis bought out the corporation, and became the sole proprietor, conducting the business under the name of Reading Standard Cycle Manufacturing Company, and adding motorcycles to his line.

From the first R-S motorcycles took a place in the front rank, which they have sustained ever since. Quality has distinguished the R-S motorcycles from the very beginning, Mr. Remppis' policy being not how cheap, but how good, and the R-S motorcycle has been particularly notable for the many improvements and the advancement it has been responsible for in motorcycle construction. The models brought out from year to year illustrate the advance of the motorcycle industry, and have been closely followed by other manufacturers.

Among other things, the R-S was the first motorcycle with the mechanical intake valve motor made and used on a motor cycle in America. An R-S loop frame motorcycle was shown at the New York show a year before the type, which is now almost universal in use, was adopted, and at a time when diamond frames were regarded as the standard of construction. The R-S type of gasoline tank was also brought out years ago, when gasoline tanks were mostly of the hump type and usually carried over the rear wheel.

The R-S was the first American machine on which an oil pump was used for lubricating purposes in this country. One of the exclusive features of the R-S is the independent chain adjustment on all their chain driven machines and their compensating sprocket is unquestionably the best sprocket on the market. Their grip control is one of the best, as is also their oiling device, and their new mechanical oiler is said to be a marvel of simplicity and neatness. Most of the exclusive features of the R-S are protected by patents or patents pending.

Although winning prizes in many contests the R-S never made any racing machines nor employed any professional men or a racing team until the end of the past season, when they entered the racing game by building a few racing ma-

WORCESTER SCHOOL HAS COMPLETE AUTO TESTING APPARATUS

WORCESTER, Mass.—The Worcester Polytechnic Institute has recently completed what is considered the most complete automobile testing plant in the country. It is in charge of D. L. Gallup, professor of gas engineering in the department of mechanical engineering, and much of the apparatus is from his own designs and construction.

The apparatus is on the West street level of the engineering building, and permits of cars being run into the room from the street by their own power and directly on to the testing wheels.

Facing the driver, while his car is being tested, is a chart ruled with lines and curves. The horizontal distances represent the rate of speed in miles per hour, and the vertical distances represent the drawbar pull. From these two factors are shown plotted curves, which represent the horsepower and the per cent of grade.

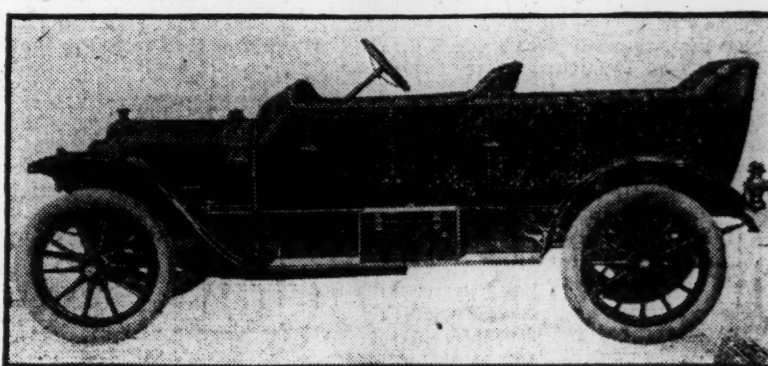
Two automatically controlled ribbons are strung in front of the chart, one being horizontal and moving up and down, and the other being strung vertically. The former represents the drawbar pull and the latter moves back and forth and represents the speed.

The rear wheels of the car undergoing the test rest upon the tops of large wooden pulleys, which are placed in bearings in a pit in such a manner that their top surfaces are on a level with the floor. By means of an Alden absorption dynamometer the shaft upon which these pulleys are keyed can be controlled in such a manner as to offer resistance to the automobile wheels. In this way the drawbar pull can be increased or decreased at will and made to correspond to actual road conditions.

The horsepower and per cent of grades are indicated on their respective curves by the varying point of intersection of the two ribbons. The apparatus is designed to operate at speeds representing a maximum of 80 miles per hour and a drawbar pull of 1500 pounds and to grades of 25 per cent.

chines, which immediately showed that the R-S did not only have power and hill climbing ability, but also speed, for the R-S won all the amateur races in Atlanta, Ga., as well as other races all over the country.

White Gasoline Torpedo Model



CONGRESS SUPPORT PLEASES AMERICAN REPUBLICS BUREAU

WASHINGTON—The increased liberality of Congress in apportioning its yearly appropriation to the international bureau of the American republics is the cause of expressions of great satisfaction by Director Barrett in the current number of the bulletin of the bureau.

The attitude of the House committee on foreign affairs is particularly commented upon as showing the sentiment of the whole House of Representatives, and as a practical evidence of the growing appreciation of the broad and useful work of the bureau.

Director Barrett appeared before the committee, by invitation, and was given a most attentive hearing by a largely attended meeting, and the increase of the

yearly quota, from \$56,000 to \$75,000, was voted unanimously. Several members took occasion to commend the activity and usefulness of the institution and referred to the popularity of its publications among their constituents.

It is interesting to observe that whereas only 10 per cent of the total membership of the Senate and House made any demand on the bureau three years ago, over 90 per cent have utilized it during the past year in some practical manner. At one time the bureau was often described as "the fifth wheel of the government coach," but now its value as an international agency for the advancement of commerce and comity is admitted everywhere.

LECTURE TODAY ON CITY CHARTER

A lecture on "The American City Charter Up to Date" will be delivered by Prof. L. J. Johnson '87 in Emerson J at Harvard at 4:30 p. m. today.

Direct nominations, the short ballot, preferential voting, the initiative, the referendum and the recall will be discussed as means to secure the control of a city by its inhabitants. There will also be a mock election as an object lesson in preferential voting. The lecture is open to the public.

GERMAN DEFICIT REPORTED. BERLIN—Herr Vermuth, secretary of the imperial treasury, said in the Reichstag Wednesday that the deficit at present was \$44,500,000.

THE

R-S Triumphant **R-S**

Motorcycle

"THE BIG Wheel of the Season."

Made by

Reading Standard Co.

READING, PA.

Greater Boston Agents

R-S Hub Cycle Co. **R-S**

10-12 Portland St. BOSTON, MASS.

INSURE WITH

SEARS

"THIS ADVERTISEMENT IS PUBLISHED FOR THE PROTECTION OF AUTOMOBILE BUYERS"

By the

Ford Motor Company

An advertisement recently published under this heading was for the intention of intimidating prospective buyers, who, deciding on merits only, would overlook all of the "71" varieties mentioned and purchase a FORD.

History repeats itself. That same sort of advertising appeared in 1908, warning against the purchase of an Unlicensed Car. After nearly seven years the Licensed Association has unexpectedly received a Lower Court decision and the advertising of 1908 is repeated.

They tell you in bold face type that "There is no reason why anyone buying a car should not buy a Licensed Car." There are many reasons why anyone should NOT buy a car licensed under the Selden Patent, because by so doing trust methods are encouraged, the evolution of the industry curtailed, and the maintenance of high-priced and poor quality cars assisted, because it is obvious that a protected monopoly does not try to please the public by producing better goods by more economical means.

Who has constituted this "Divine Body" to tell the public the names of manufacturers who market honest or dishonest cars? Who will say that FORD cars are dishonest after all they have done to promote the advancement of the industry? In this connection we were speaking to one of the prominent Licensed members the other day, and during the conversation he stated that without doubt HENRY FORD had done more, in building and marketing his low priced machines, to advance the industry than any dozen other manufacturers in the business.

It is a safe bet that the car will be honest as long as the manufacturer pays his dues to this "Divine Body." And would this same body deign to pronounce the FORD car dishonest in face of what it has done for the development of the entire car industry? Would the FORD be a dishonest car if FORD would join the "71" varieties?

Our opinion and our position, taken from the beginning, is unshaken—that this Selden Patent is a freak among alleged inventions and is worthless as a patent and worthless as a device.

The advertising campaign in the newspapers of this "Divine Committee" represents commercial morals and business methods which are very questionable. If the Ford Motor Company cared to resort to such tactics it has patents that cover many of the leading features of automobile construction a thousand times

more valuable in the automobile industry than Selden's, and could also threaten and bring suits against many of this "Divine Committee" as infringers of its patents. Not for a moment, however, had it entered our heads to harass or annoy individual users of licensed product by suing them as infringers of Ford patents.

Although the opinion of Judge Hough was filed on September 15, 1909, no injunction has ever been entered against us in this case, nor indeed has any decree been entered. It would really seem, then, that this threatening cabal should get through with us first before they make any attack upon our customers. The court will not permit our customers to be sued and persecuted as individuals while this suit is pending against us as manufacturers.

A Lower Court Decision is far from final. It is only the first round of a patent battle. There remain the Court of Appeals and then the Supreme Court, to both of which we can, and, if necessary, will, carry this case. This is a right granted us by the Constitution of the United States, which right we will exercise, so that it is hardly becoming of our esteemed Licensed competitors to take this decision as final, and by it endeavor to intimidate present and prospective owners of Ford cars.

The opinion of the patent in the lower court was rendered by District Judge Hough, showing on its face that he expected an immediate appeal to the higher court from the doubtful questions disclosed by his opinion.

Although it is seven years since this fight was started and nearly six months since the decision was rendered, no decree has yet been entered, and there is no immediate likelihood.

There are millions of dollars invested and more being invested every day in the building and marketing of Unlicensed automobiles which will unquestionably bring advanced methods of manufacture into vogue and will mean better and more economical cars to buy and to maintain.

It is a well known fact that prices are already too high, although this "Divine Executive Committee" says to the Unlicensed makers, "Before we will place upon you our 'Divine' blessing, we desire you to advance your prices several hundred dollars per car and to limit your production," and while they do not say, it is clearly implied, "so we will not have such keen competition."

Because the unlicensed makers are not organized they do not present such an array of names as their self-constituted saviors of the public, but we assure you that there are sufficient independent manufacturers who will continue to fight against turning the automobile industry into a monopoly.

It is clearly the duty of every law-abiding American citizen to respect exclusive rights secured by a patent, when that patent has been honestly obtained, honestly operated and declared to be an honest patent by the highest courts in the land. Such, however, cannot be said of the Selden patent.

We take issue with the statement that the members of the Licensed Association individually and collectively are chiefly responsible for the development of the automobile to its present perfect state. HENRY FORD alone has done more to develop the automobile industry than the combined members of the Licensed Association, which fact cannot be honestly contradicted. We believe the public will agree with us in this.

It is not true that those Licensed under the Selden patent have been and are now leaders in the production of medium, low and high priced cars. We can prove by figures and facts that HENRY FORD produces more low priced cars than any other maker in the world. So it can hardly be stated that these Licensees are the leaders in the production of low priced cars. We ask our friends who have heard or read some of the statements made by these "Divine" people to call upon them to furnish their proof.

In Conclusion we beg to state if there are any prospective automobile buyers who are at all intimidated by the claims made by our adversaries that we will give them, in addition to the protection of the Ford Motor Company with its some \$6,000,000.00 of assets, an individual bond backed by a Company of over \$6,000,000.00 more of assets, so that each and every individual owner of a Ford car will be protected until at least \$12,000,000.00 of assets have been wiped out by those who desire to control and monopolize this wonderful industry.

The bond is yours for the asking, so do not allow yourself to be sold inferior cars at extravagant prices because of any statement made by this "Divine" body.

N. B.—This fight is not being waged by the Ford Motor Company without the advice and counsel of the ablest patent attorneys of the East and West.

This Announcement Is Made So That Buyers of Automobiles May Know the Facts and Be Governed Accordingly

NEW FORD MODEL T COUPE PROVES VERY ATTRACTIVE

Entire Driving Mechanism Is Built Inside of Enclosed Body—The Engine Particulars.

One of the busiest men at the automobile show is Charles E. Fay, New England manager of the Ford Motor Company, which has a very large and attractive exhibit in the main hall. There has been a steady string of visitors to this booth every day and the business done by Mr. Fay to date has been very large.

The new model T coupe is one of the cars being shown by this company at this show that is attracting much attention. It is handsomely designed and of strong construction and makes an ideal winter car both for pleasure and business purposes. The entire driving mechanism is enclosed.

In looks, this car compares very favorably with any of its class. For service, the record of 15,000 model T cars all built prior to Jan. 1, 1910, and on this same chassis, affords ample guarantee.

As all model T bodies are interchangeable, a touring car or roadster body may be substituted for the coupe at the end of the winter season, which is a valuable feature.

The engine is a 4-cylinder, 4-cycle one with 3 1/2-in. bore, 4-in. stroke, rated at 20 horsepower. Rated in accordance with the formula, the square of the diameter of one cylinder multiplied by the number of cylinders and the result divided by 2 1/2, the horsepower of the model T, as 22 1/2. Cylinders are cast in one block and with water jackets and upper half of crank case integral. The water-jacketed cylinder head is detachable, rendering easily accessible all pistons, cylinders and valves.

TO INSTALL DYNAMOMETER.

A. L. McMurtry, chairman of the technical committee of the Automobile Club of America has announced that the club is contemplating the installation in the laboratory of a cradle dynamometer especially adapted to test the output of any gasoline or internal combustion engine in terms of speed and torque.

1910 Model Parry Roadster



WHAT AUTOMOBILE DRIVERS MUST KNOW ABOUT THEIR CARS

A leading question confronting auto owners and chauffeurs is, "What have I got to learn in order to be able to run my car economically and look after ordinary repairs?" This is instructively handled by Charles J. Meehan, who outlines a course of instruction given at a school equipped to fit the student in a very thorough manner to operate and care for all types of pleasure and commercial automobiles. The course described covers a period of 160 hours, either in the day classes of six weeks, or in the evening classes of 12 weeks duration.

During the first four weeks the morning sessions are devoted to lecture room instruction, and the afternoons to shop work. The subjects taken up in the lecture room are carburetors and their adjustment, engine and its parts, dismounting and assembling, valve setting, the nature and handling of fuels, construction and handling of change-speed mechanisms, lubricants and lubrication systems, principles, construction and practical setting of ignition systems, both foreign and domestic, fuel feed systems, chains, clutches and brakes, care of radiators, pumps, etc., and the thousand and one other details necessary to know. Shop practice—In the afternoon the student steps into the shop and puts into practice the principles explained in the lecture room, and gets practical experience in taking down and reassembling all parts of the mechanism. This involves a large amount of work with tools and includes such matters as the

overhauling of engines, the timing of valves, valve grinding, the lining up of engines and transmissions, adjustment of brakes and final drives, the wiring of ignition systems, and how to locate defects, setting of magnetos and timers, attaching the carburetor, bearing scraping, and other operations incidental to the care of automobiles. Driving—After the student has mastered the many details mentioned, instruction in driving is then taken up. The equipment comprises a car, which is mounted upon rollers on the main floor of the building, and the student is able to obtain by his aid experience in the use of the spark and throttle levers, and change speeds, as well as if he were seated in a car upon the road, and at the same time no attention must be paid to steering, and therefore no danger is incurred. But after sufficient practice has been obtained upon the stationary car, students are taken out in a large touring car, in charge of a competent road instructor, and given practical instruction on the crowded thoroughfares, where they are taught to meet all kinds and sorts of emergencies.

The instruction is of a thorough, practical nature, and the instructors tend to ground the students thoroughly in the principles involved without going unnecessarily into theory. As far as possible oral instruction is supplemented by specimens of the parts under discussion, and by the use of diagrams and illustrations specially prepared, to appeal to students not specially versed in technical matters.

SIX-DAY MOTOR CAR RACE CONTINUES TO FIND ADVOCATES

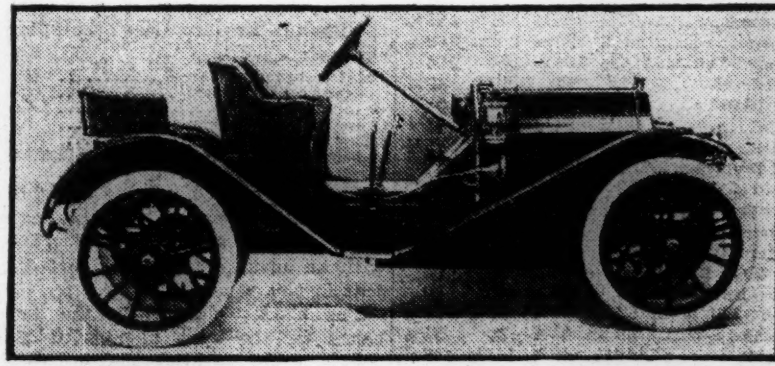
Paul La Croix, Who Drives the Renault, and J. T. Rainier Would Enter Contest of This Kind.

Not in a long time has any proposition for automobile speed and endurance competition been so favorably received as the recommendation of Louis A. Disbrow for a six-day automobile race. Among the advocates gained for this form of contest is Paul La Croix whose Renault car was a winner in one of the most exciting 24-hour races at Brighton Beach last year. Mr. La Croix is of the opinion that a contest as proposed will be a greater test for both speed and endurance and will furnish more sport than a straightaway 24-hour race. He favors running such a contest a given number of hours per day and placing cars in "control" at night. The only points on which he differs from the Disbrow plan is that not all the parts changed during such a race should be charged against the car. Should a contest of this character be included in the summer program at the Brighton Beach motordrome, Mr. La Croix promises the entry of two Renault cars.

John T. Rainier is particularly interested in this proposition and, like Mr. La Croix, says that if the Motor Racing Association will promote a six-day race on the lines proposed, two Rainier cars will be on the starting line. Mr. Rainier declares that a track race of this class will be a far better test both of continued speed and endurance than any other form of competition so far followed. He points out that it will have the added value of being constantly in view of the interested public and that a rule preventing any work on cars except during race hours will be particularly instructive.

A. B. Corder, chairman of the Brighton Beach committee of the Motor Racing Association, is rather favorably inclined to this plan and has promised to take the matter up with the members of his committee at their next meeting. He is desirous of including in the Brighton Beach program contests of all forms that will both be interesting to the public and of some benefit to the industry.

The Hudson Roadster for 1910



AUTOMOBILE VALUES SHOW CARS ARE NOT MERE LUXURY

The employment given thousands of men and the many disadvantages of the automobile are cited by the Horseless Age in refutation of the claim by some that the motor car is a luxury.

We need not dwell on the advantages of automobiles to those who use them, as this is a more or less hackneyed theme, and the fact that cars are bought in constantly increasing numbers—the rate of increase being geometric rather than arithmetical—shows beyond all question that automobiles serve a useful purpose. But we think that the beneficial effect of the development of the automobile on others than users has seldom been sufficiently emphasized.

The automobile industry not only gives direct employment to more than 100,000 workmen in automobile factories, but furnishes work for accessories factories, garages and repair shops all over the country, with a large army of well-paid employees.

In 1907, when the production was close on to 55,000 cars of all kinds, a careful estimate of the number of employees in the different branches of the industry gave the following results: Auto factories, 58,000; accessories factories, 29,000; garages and sales agencies, 21,500. Last year, with a total production of 114,000 gasoline cars alone, and great activity in the electric branch, the number of employees in each branch must have been at least double the above, giving 116,000 in auto factories, 58,000 in

accessories factories and 43,000 in garages and salesrooms. This makes a total of close to a quarter million employees, on whose earnings—notwithstanding that many of the men employed in the industry are comparatively young—at least half a million of people must be dependent for their livelihood.

Most of the men employed in the automobile industry earn good wages, and their standard of living is higher than that of workmen engaged in similar work in other lines of industry. This fact is reflected in the eagerness of business men's associations in different parts of the country to attract automobile and parts factories to their cities.

Perhaps no contributory industry has been more favorably influenced by the prosperity of the automobile industry than the machine tool industry. Indeed, we have been given to understand by parties in close touch with that industry that if it had not been for the demand from automobile manufacturers perhaps half of the machine tool factories would have been idle during the past year, as the general machine trade was still suffering heavily from the effect of the financial panic of 1907.

Other industries have been correspondingly benefited by the rush of trade in the automobile business.

DONLIN TO AGAIN PLAY BALL. TORONTO, Ont.—Michael Donlin has declared that he would be playing ball again in 1911. He says that he is through with the stage and will return soon to the field.

WORKING FOR IDEAL IN VEHICLE BUILDING, IS TOLD BY EXPERT

Try to Improve Is Watchword in Factory Where Artisans Are Held Responsible for Carriage Perfection.

Working for an ideal in vehicle building is interestingly described by Charles E. J. Lang, secretary and treasurer of the Rauch & Lang Carriage Company, who says:

"To have had in view always the best and to have constantly striven to produce that which one has cherished means much to the man who has set his ideal high. Many years ago, when I entered the firm of Mr. Rauch and secured a working knowledge of the vehicle business I decided that there was as much need of ideals in the vehicle business as there is in music, art or drama.

"Ideals in carriages—it seems ludicrous—and yet this very thing is what has made the success of the Rauch & Lang vehicles. There was a point to be reached, a point which consisted only of the realization of the highest ambitions. It never proved a case of 'good enough' but always 'try to improve.' This constant adhering to principle and reaching for ideals would never have been possible had it not been for a policy which was instituted many years ago; namely, that each man was held responsible for whatever share he had in the building of a vehicle. He had a sample to follow. A replica meant absolute attention to the most minute detail. This became the habit rather than the occasion and only the best was produced.

"This meant that a car that had received the approval of the inspector was the height of perfection and as near perfect as it was possible for human hands to make it. This working for an ideal has been inculcated into the artisans employed, some of whom have been connected with this concern since its inception. This seeking only for the best and being satisfied with nothing else has become a slogan which each employee has found necessary to emulate as soon as he entered the employ of this concern. Working with an ideal in view makes an employee more satisfactory to his employer."

Market Reports

Produce

Shipping

SHIPPING NEWS

The United Fruit Company's steamship *Limon*, Captain Smith, sailed from Long wharf today for Port Limon, Costa Rica, with several passengers and a large general cargo. Among the Bostonians sailing on the liner were Leon S. Saville, W. C. Jones, Stanley Williams, B. C. Fletcher, Carter Holmes and Leon G. Laprade. Her cargo included heavy shipments of spring fabrics and merchandise for the Costa Rican summer trade.

Sailing on the company's steamer *Almirante* from New York today for Kingston, Colon and Santa Marta, were a number of Bostonians and New England tourists, among whom were Fred Field, manager of the Boston division of the United Fruit Company; E. W. Gardner and Charles E. Woods of Boston, Mr. and Mrs. John Hale of Worcester, Clarence P. Bradley of Meriden, Dr. N. Bell of Hartford. Among the prominent New Yorkers sailing on the steamer were Col. John McAnerney and two daughters.

Capt. H. A. Henshaw, formerly in the steamer *Admiral Sampson* in the Boston-Jamaica service, is in command of the *Almirante*.

Not a single offshore craft reached this wharf this morning, but a large fleet of market boats is in. None of them, however, brought large fares, the captains reporting that fish are very scarce on the shore.

The arrivals are: *Sadie M. Nunan* with 21,200 pounds, Washakie 9300, Elizabeth W. Nunan 22,700, Lillian 4300, Gladys and Nellie 14,000, Valentin 3000, Flora J. Sears 11,800, Yankee 3400, Victor and Ethel 15,000, Rose Dorothea 25,000, Walter P. Goulart 12,100, Edith Silveira 13,500, Galatea 7500, Rita A. Viator 14,000, Flavilla 14,000, Hattie F. Knowlton 2700, Metacomet 11,000, Topail Girl 5000, Mary E. Cooney 10,000, Mary Edith 8000, Lewis Totman 3000, Little Fannie 2500, Wodan 4500, Diana 1700, N. A. Rowe 2000, F. C. Brown 1000.

Wharf dealers' prices Thursday per hundredweight, Haddock \$3.25@3.75, large cod \$3.25, small cod \$2.25, large hake \$2.25, small hake \$1.25, cusk \$1.25 @1.50, pollock \$2.

Merchants line steamer *Boston* has left here for Portland to take the place of the steamer *Manhattan*, which was recently destroyed by fire. The *Boston* will continue in the service between New York and Portland until the Northland is ready, a few weeks hence. The Merchants line and the Maine Steamship Company are both owned by the New York, New Haven & Hartford railroad.

Completing a 61-day passage from Boston, the British ship *Erbe*, Captain Fickett, arrived at Buenos Aires Tuesday. The ship had a big lumber cargo.

To undergo important repairs to her machinery, the Metropolitan liner *Harvard*, Captain Thompson, left India wharf today for Hoboken, N. J. Additional steamships will be built in order to increase passenger accommodations, and the whole craft will be thoroughly overhauled and made ready for another season.

PORT OF BOSTON.

Arrived.
Str Samland (Belg), Prager, Antwerp, Feb 24, mid to Fred Leyland & Co.
Str Junata, James, Norfolk, mdse and passengers to C. H. Maynard.
Str Old Colony, McKinnon, New York, mdse to the New England Nav Co.
Str Everett, Abbott, Baltimore, coal for New England Coal & Coke Co.
Str Governor Dingley, Linscott, Portland, Me.
Str City of Gloucester, Godfrey, Gloucester.

Str Prudence, Chandler, Portland, Me.
Tug Eureka, Plummer, New York, towing barges Canton, from Edgewater, and Haverford, from Perth Amboy.
Tug Monocacy, Camp, Salem, towing barge Logan, for Philadelphia; called for barges Bethayres and Trevorton.
Tug H. A. Mathis, Ross, Rockport, Mass, arrd last night.
Str Boston (Br), Simms, Yarmouth, N. S. mdse and passengers to J. F. Masters.

Str A. W. Perry (Br), Hawes, Halifax, N. S. mdse and passengers to F. W. Bell.

Cleared.
Strs H. F. Dimock, Colerher, New York, by W. H. Blaisdale; Old Colony, McKinnon, do, by N. E. Van Co; Governor Dingley, Linscott, Portland, by J. S. Carder; Kershaw, Johnson, Norfolk, by G. H. Maynard; Berkshire, Howes, Philadelphia, by same; Camden, Strout, Portland, by J. S. Carder, Wednesday; Harvard, Thompson, New York, by W. H. Blaisdale.

Sailed.
Strs Limon (Br) Port Limon; Harvard, New York; Cestrian (Br) Liverpool; Kershaw, Norfolk; Berkshire, Philadelphia; H. F. Dimock, New York; Old Colony, do.
Tugs Paoli (from South Amboy) towing barges Devon for Beverly, and Oxford for Portland; Monocacy, Philadelphia, towing barges Logan (from Salem) Bethayres and Trevorton; H. A. Mathis and Sadie Ross, Plymouth to float stranded fishing schooner Matiana; Juno, towing barge Hauta (from South Amboy) Lynn.

NEW YORK ARRIVALS.
Strs Oceana, Bermuda, Re d'Italia, Mediterranean ports; St Louis, Southampton, Cherbourg and Queenstown; El Dia, New Orleans, Burgmeister, Petersen, Hamburg and Shields.
Arrd, night—Tug Harold, towing two barges; Rattler, towing two barges; sch Childs Harold, Norfolk for Boston.

Produce Markets:

Arrivals.

Steamer Junata from Norfolk with 250 barrels cabbage, 250 barrels spinach, 15 barrels kale, 80 barrels potatoes, 800 bags peanuts, 1400 boxes oranges.
Steamer H. F. Dimock from New York brought 120 boxes grape fruit, 97 boxes oranges, 320 bags coconuts, 541 boxes macaroni.

The Norfolk steamer due here tomorrow has 75 barrels kale, 150 barrels spinach, 450 bags peanuts.

Steamer Philadelphia with 6983 bxs apples arrived at London Wednesday, and steamer Bostonian with 3123 bbls apples arrived at Manchester. Both from Boston.

Steamer Cestrian sailed for Liverpool today taking 2833 bbls apples.

BOSTON RECEIPTS.

Apples 1861 bbls, cranberries 296 bbls, strawberries 5 refs, Florida oranges 2869 bxs, California oranges 7397 bxs, lemons 433 bxs, coconuts 320 bgs, pineapples 55 cts, peanuts 800 bgs, potatoes 6882 bushels, onions 5763 bushels.

NEW YORK FRUIT NEWS.

Arrived, steamers Re d'Italia with 11,500 boxes Palermo lemons and Celtic with 3200 boxes Messina lemons.

Sold Wednesday—18 cars California oranges; market was 10c lower. At the lemon sale, ex Mongibello, 26,000 boxes; a very active market. Cargo was generally good and some very fine fruit to be had, but a good part of the fruit showed age and was off color and looked as though it had been packed some time, and in some of the invoices of second decay was to be seen. First choice 300s \$2.85@3.30, 300s \$2.85@3.10, second 300s \$2.55@2.90, 300s \$2.70@2.90. Some poor waxy fruit as low as \$2.30@2.15. Next sale will be held Tuesday, March 15, when they will offer 16,300 boxes ex Re d'Italia.

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RATES
One insertion, 12 cents a line.
Three or more insertions, 10 cents a line.

Classified Advertisements

Advertisers may have answers sent care of New York Office, Suite 302-303, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 189 Michigan Ave.

TELEPHONE
Your advertisement to 4330
Back Bay, or, if preferred, a representative will call on you to discuss advertising.

REAL ESTATE TIMBER LAND INVESTMENTS

I OFFER FOR SALE TRACTS IN VARYING SIZES OF FIR, CEDAR, SPRUCE AND HEMLOCK TIMBER, LOCATED IN WESTERN WASHINGTON, OREGON AND BRITISH COLUMBIA. SUITABLY LOCATED FOR IMMEDIATE OPERATION OR HOLDING INVESTMENT. CORRESPONDENCE SOLICITED.

C. E. CUSHING

Reference:
Seattle State Bank.

505 AMERICAN BANK BUILDING,
SEATTLE, WASHINGTON.

Large Poultry Plant

55 Minutes from N. Y. 12 Room Bungalow, 20 Poultry Houses, 10 Acres of Land. Price less than buildings cost. R. K. L. FISHER CO., 440 Columbus Ave., New York.

REAL ESTATE-NEW YORK

FOR SALE: Cozy home, or good investment; two-family brick house, 15 rooms, all improvements, 35 minutes city hall, "L" subway, trolley; equity \$3500. "OWNER," 711 Eagle ave., Bronx, New York city.

RESTAURANTS

SOUTH STATION RESTAURANT
ALWAYS ESSENTIAL to know a good place to eat; arriving or departing from the South Station, Boston, you will find quick service and pure food at the restaurant and lunch room; accommodations for 500 people; all modern conveniences. J. G. COOPER & CO., Proprietors.

APARTMENTS TO LET

CHARMING BUSINESS 354 BOYLSTON ST. BOSTON. Single \$30, \$25, \$20; all conveniences. WINTHROP BEACH apartments, 7 rooms, up to date, near train and boulevard; also furnished 10-room house. Apply C. M. GOVE, 12 Forest st., Wintthrop.

LAWYERS

CHARLES G. BALDWIN, Attorney and Counselor at Law, 204-5 Piper Building, Baltimore.
ELIJAH C. WOOD, Attorney and Counselor, 218 La Salle street, Chicago.

REAL ESTATE NEWS

Benjamin Snider has disposed of the new three-apartment house and about 4000 square feet of land at No. 10 Kilsyth road, Brookline, the purchaser being E. L. C. Wight, who bought for investment through the office of Frank A. Russell. The value of the above property is \$25,000. This is the second house in the stone and brick block of apartment houses at the corner of Beacon street and Kilsyth road, built last fall, to be sold and it is considered one of the most attractive in that vicinity.

Another Brookline sale made through Mr. Russell's office involves the estate located at No. 121 Colbourne crescent, comprising a stucco house, garage and 9905 square feet of land, owned by E. L. Capen Wight. The entire property is assessed at \$14,000, \$4500 being on the land. The purchaser was Benjamin Snider, for whom Mr. Russell has resold the estate to Dr. Hubert J. Williams, who buys for his own use.

Mr. Russell has also sold for William Canavan the estate located No. 24 Stedman street, Brookline, opposite the grounds of the Devon school, comprising a private frame house and 6000 square feet of land, assessed at \$10,000, \$3400 being on the land. The purchaser was S. White, for occupancy.

ACTIVITY IN CITY PROPER.

Several more parcels in different parts of the city have just been purchased by Isaac Heller, the well-known real estate operator. Of late Mr. Heller has invested extensively in South End property, having recently acquired a number of parcels in Washington and Tremont streets and many of the side thoroughfares.

One of the properties just purchased by him is 1462, 1464 and 1466 Washington street, belonging to the estate of Jonathan P. Plummer. The title is given by Irving Plummer, trustee. There is a large 3½-story brick house on the Washington street front and a large five-story brick house fronting on Mystic street. It adjoins the Hotel Dighton, corner of East Dedham street, and has a total assessed value of \$23,900. There is 4450 square feet of land, rated at \$10,600. The price far exceeded the total assessed value.

Isaac Heller has also closed the purchase of the parcel numbered 1190 to 1192 Tremont street, between Vernon and Whittier streets. It was owned by Gerald C. Tobey and Alice W. Ball, trustees. The consideration was above the total rating of \$6000. The land area is 4000 square feet. A building will be erected by him for a moving picture and vaudeville theater.

The property at 666 Tremont street, South End, recently purchased by Isaac Heller, will be improved. It was owned by the estate of Lucinda C. Collamore, and consists of a large three-story and basement brick house, between Pembroke and West Newton streets. The total rating is \$11,800, of which \$7500 is on the 2620 square feet of land. The price was above the total assessment.

Several other properties in other sections have also been secured by Mr. Heller. They include private dwellings and mercantile buildings. One is a large brick and stone apartment house situated

REAL ESTATE FOR SALE

CANADA WHEAT LANDS
Large or small tracts in best wheat growing districts. Special attention given to prospective settlers in American settlements.

JOHN L. WATSON,
WINNIPEG, CANADA.

FINANCIAL



CAPITAL WANTED for a profitable investment in this Auto Street Sweeping device. Great possibilities. Liberal proposition offered. PRINCIPALS ONLY. Particulars by mail.

Monette Street Cleaning Machinery Co.,
132 Nassau Street, New York City.

PREFERRED STOCK
Quarterly dividends, tax free in Mass., steady, profitable business, reliable management. Investigate. Write or call Fuller, Hammond Cranberry Co., 24 Milk st., Boston, Room 512.

TYPEWRITERS

THE AMERICAN WRITING MACHINE CO., 38 Broadfield st., are the largest dealers; all makes, \$10 to \$60; rentals, \$2.50.

THE CHRISTIAN SCIENCE MONITOR Classified Advertising Columns bring returns. A telephone call to 4330 Back Bay will give you information as to terms.

THE ... Renting Question

Where to find a house
Who has it for rent
How much to pay

READ THE ANSWER IN
Our Real Estate Columns

Classified Advertisements

FOR A FREE ADVERTISEMENT THE BLANK ON PAGE 2 MUST BE USED. SPACE IS NOT GIVEN UNDER THIS CLASSIFICATION TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE.

CENTRAL STATES

SITUATIONS WANTED-FEMALE

STENOGRAPHER, with working knowledge of bookkeeping and German, desires position; experienced, well educated; best of references; at present employed; best wishes to change. W. 205 Central ave., (Shkosh, Wis.)

STENOGRAPHER desires position where trust and reliability will be of value; best of references. Address S. A. Monitor Office, Orchestra bldg., Chicago.

STENOGRAPHER, high grade, desires position as private secretary; very well educated; wide commercial experience; also some banking experience. V. G. TRIBE, BLOOD EMP. CO., 152 La Salle st., Chicago.

STENOGRAPHER desires position; high school and college graduate, with first class references; an interview will prove qualifications. Adv. C. H., 240 Western av., Chicago.

TEACHER-Student of domestic science and art desires position; studied in two colleges; graduate of Teachers College, New York city; best references. Box 327, Marquette, Mich.

TEACHER (30) desires position in college as piano instructor or as private secretary. MISS RUTH M. WILSON, MONTICELLO, Ind.

YOUNG WOMAN would like position as attendant in Indianapolis. MISS BLANCHE N. MOORE, 703 S. 6th st., La Fayette, Ind.

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WESTERN STATES

SITUATIONS WANTED-MALE

BOOKKEEPER and OFFICEMAN desires position with good future; capable, 3 years' experience; in or west of Denver; good references. H. H. NEUFELD, 628 13th st., Denver, Col.

BOOKKEEPER 12 years' experience desires position; slow, but neat and accurate; best references, bond if required; start at \$75 per month; Los Angeles, Cal., preferred. E. C., 109 East Center st., Pomona, Cal.

CARETAKERS, man and wife, desire position caring for small hotel, lodging or apartment house; references. JOSEPH WAGNER, 540 S. Grand ave., Los Angeles, Cal.

CORPORATION ATTORNEY, experience for last 10 years in San Francisco and Los Angeles, Cal., desires suitable position in or near San Francisco, Cal.; reasonable salary to start with; excellent references. H. L. GREEN, 546 Market st., San Francisco, Cal.

FOREMAN desires position; understands street grading, cement walks, sewers, or management of transfer company. J. J. P., 1302 Yecker way, Seattle, Wash.

MANAGER or buyer of dry goods desires position in any department; also advertising ticket writer; will go anywhere. F. J. SOMERVILLE, P. O. box 384, Cripple Creek, Col.

SALESMAN of silk and dress goods, 20 years' experience, desires position as manager and buyer for department in first-class store in western city; married; references. EDGAR A. SMITH, 1006 Federal ave., Seattle, Wash.

WESTERN STATES

SITUATIONS WANTED-MALE

MACHINIST HELPER would like position as such or as electrical helper. CHARLES F. MILLS, 1047 S. Main st., Los Angeles, Cal.

PRIVATE SECRETARY (34), expert stenographer, capable managing office force, making cost sheets, etc.; at liberty May 1; excellent references as to capability, character, etc. W. H. CREIGHTON, 771 Bacon bldg., Oakland, Cal.

SITUATIONS WANTED-FEMALE

ATTENDANT of experience seeks a position in home or school; fond of children; no objection to traveling. J. HOPE, 718 13th st., Fargo, N. D.

CASHIER desires position, or will do clerical work; 3 years' experience cashier of gas and electric company; good references; California. MISS M. SEARLE, 251 Spruce ave., Pacific Grove, Cal.

COMPANION and amanuensis desires position; willing to travel; references. MRS. F. M. JONES, 1001 Vermont ave., Los Angeles, Cal.

STENOGRAPHER, experienced, desires situation in Los Angeles. L. A. 440 North Western av., Los Angeles, Cal. telephone Temple 1800.

SOUTHERN STATES

SITUATIONS WANTED-MALE

COMPANION desires position; expert with camera. HUGH R. GWYNN, 617 N. Calvert st., Baltimore, Md.

SOUTHERN STATES

SITUATIONS WANTED-MALE

ANALYTICAL CHEMIST desires position; special experience in water works and cyanide process; technical graduate; will go anywhere. W. O. KIBBLE, 18 McDowell st., Charlotte, N. C.

DEPARTMENT MANAGER desires position; wrapping, shipping, delivery department; have had many years' experience; capable. V. D. SARELLE, 503 N. 8th st., Waco, Tex.

SALESMAN, COLLECTOR desires situation; traveling or local; many years' experience in all capacities; energetic, good worker. WILLIAM J. COCKRELL, 15 McGhee st., Rome, Ga.

WATCHMAN desires position; references and bond given if required. CHARLES E. WILLIAMS, Brantley ave., Baltimore, Md.

WORK desired on farm or driving delivery wagon; temperate, honest and industrious; state wages; references. J. J. HAINES, 1047 Laird ave., Parkersburg, W. Va.

SITUATIONS WANTED-FEMALE

COMPANION (21) desires position; will travel; high school graduate. MISS HELEN TRAVIS, general delivery, Parkersburg, W. Va.

COMPANION-Competent woman seeks position as traveling companion to a lady or as chaperone to young lady. MISS C. A. WALTON, 1337 L st., N. W., Washington, D. C.

NURSERY MAID, ladies' maid or companion desires position; best of references given. MAMIE SMITH, 213 E. North ave., Baltimore, Md.

SOUTHERN STATES

SITUATIONS WANTED-FEMALE

TEACHER of small children desires position; also experienced in flower and bee culture and understands poultry business. MISS P. LEWIS, gen. deliv., Atlanta, Ga.

CANADA-FOREIGN

SITUATIONS WANTED-MALE

DISTRIBUTOR desires position; circulating pamphlets, stills, slides and placards; wide field. HERBERT J. LANGSHAW, 14 Church lane, Montey Bay, Jamaica, W. I.

ELECTRICAL ENGINEER-Technical graduate Amsterdam and Leipzig, wishes position; draftsman, constructor; experienced in light and power; laboratory or any work; Dutch, German, English. J. M. LOHR, Coverlaan 2, Bussum, Holland.

ESTATE CLERK of works desires employment on estate in England; competent in all estate matters. SPENCER, 2 King George st., Greenwich, Eng.

SECRETARY-CASHER (28) seeks position; understands bookkeeping or any position of trust; 10 years' banking experience; excellent reference. ALFRED B. BUCHANAN, 3 North pl., Brighton, Sussex, Eng.

SITUATIONS WANTED-FEMALE

STENOGRAPHER seeks position as such or as assistant bookkeeper, private secretary, or any position of trust; Canada preferred, but would consider good American offer. Write with full terms to P. SMITH, box 569 Virden, Manitoba, Can.

FRENCH JOURNAL PRAISES MUSEUM

Opening of Boston Building Marks Important Date and Institution Fulfills Triple Function.

Boston's new Museum of Fine Arts is the subject of an article in the Chronique des Arts of Paris. The article says in part:

"The inauguration of the new Museum of Fine Arts of Boston marks an important date in the history of the regeneration of museums. It is perhaps among modern museums the one which fulfills most perfectly the triple function of purveyor of artistic enjoyment, artistic laboratory and focus of popular education. 'The principles which have presided over the arrangement of the rooms had already been formulated by theorists but doubtless had never been applied in a rigorous way. The different departments are independent and constitute each a separate museum sufficient to itself. To avoid overcrowding the collections have been divided into two series. The finer objects are shown on the principal floors; the other works, which present chiefly a historical or documentary interest, are compactly arranged on the ground floor in proximity to the curators' offices and special libraries. The ambition of the curators of the Museum of Fine Arts, Boston, is to make of the modern museum a sort of 'people's palace of the imagination.'"

There is a museum conference at 2:30 p. m. today at which Lacy D. Caskey will speak on archaic Greek art.

parts of Dorchester. The purchasers have bought for improvement. Several apartment houses were started and a ready sale made in many cases long before their completion.

GERMAN AIR LINE BEGINS NEXT MAY

Parseval Dirigible Will Run Out of Munich, Making Trips to Oberammergau and Another Town.

MUNICH, Bavaria.-The first regular air navigation service in Europe will be inaugurated on May 15. Regular trips will be made from this city alternately to Starnberg and Oberammergau. A dirigible balloon of the Parseval type, having a gas capacity of 6700 cubic meters and driven by two motors of 100 horsepower each will be used.

The aerial carriage will accommodate 12 passengers besides the crew. The fare for the round trip to Starnberg will be \$65, and the round trip to Oberammergau \$175. The regular service will close for the season on Sept. 1. An officer from the German aeronautics corps has been detailed to serve as captain of the dirigible.

Starnberg is 15 miles south-southwest of Munich and Oberammergau is 43 miles southwest of Munich.

ARMY OF SCHOOL CHILDREN IS FED

LONDON.-Figures just published show that more than 40,000 school children in London are fed at public expense.

The teachers decide, for instance, whether a certain girl shall have dinner five times a week, whether a particular boy needs breakfast more than any other meal or whether another might eat on a cup of hot milk at 11 o'clock in the morning.

The Queen's name is associated with the greatest child-feeding institution in the city, the Alexandra Trust, which feeds 800 daily. One center sends 40 vans of food and 112 other centers supply 22,000 meals each day.

ROAD TO PRESENT CASE TOMORROW

Grand Trunk Charter Hearing in Providence Is to Be Attended by Large Representation of Trade Bodies.

PROVIDENCE, R. I.-The legislative hearing on the petition of the Grand Trunk railway for a charter will be held at the State House before the committee on corporations, of which Horace N. Hazard of Newport is chairman, at 1 o'clock tomorrow.

Neither President Mellen nor Vice-President Buckland will be able to be present. It is considered probable that the New Haven interests will ask for a further hearing, at which the viewpoint of that road may be made clear to the members of the committee.

From the number of individuals, firms and associations that have responded favorably to the request of the special committee of the Providence Board of Trade to endorse the petition, it is evident that the attendance at the hearing will be one of the largest ever seen at the State House.

Up to Wednesday evening more than 1200 replies had been received, a majority of them agreeing to be at the hearing if possible.

The persons who have replied to Secretary George H. Webb represent property taxed for \$12,780,183, while the amount of capital invested in the manufacturing establishments represented is \$29,092,643, of which fully one third is invested in interests located in the city of Providence.

BOSTON CITY CLUB MEETING.

The Boston City Club members this evening will listen to a discussion on the "Federal Amendment Relating to the Income Tax." The Hon. Nathan Matthews and Eugene N. Foss are expected to speak on the question. Bernard J. Rothwell, president of the Boston Chamber of Commerce, will preside.

What Other Editors Are Saying

ALASKA, the purchase of which by the United States was derided and called a waste of money, has turned out to be a veritable bargain. Editorial excerpts referring especially to the richness of the country are herewith submitted:

SAN FRANCISCO EXAMINER-Alaska needs a better form of government. It is an amazingly rich territory. It deserves better of the United States.

BALTIMORE AMERICAN-Alaska today is the wonderland of the earth, the real Golconda. . . . About 15 years ago rich placer gold fields were located in this supposedly worthless area and during the last 12 years more than \$160,000,000 of gold has been turned into the world's markets from General Grant's "fool bargain."

TACOMA TRIBUNE-The Alaska coal field is now known for a certainty to be the greatest coal field of North America, barring none. With this field tied up under government ownership, to be parcelled out to political favorites, the Alaska coal field will be slow of development. With an open field and a fair chance for everyone the coal fields of Alaska will very soon be supplying the Pacific coast with coal and the United States navy will not be bringing coal from West Virginia to the navy yard at Bremerton or to any of the naval stations on the Pacific coast.

PHILADELPHIA PRESS-President Taft thinks a commission government is the best for Alaska. He would govern that vast territory, with its 40,000 miners, as the Philippines are governed, but that does not please the Alaskans, who want a full territorial government with a right to make their own laws. So many Western senators sympathize with this view that the Alaskan bill will not be pressed at present.

NEW YORK TRIBUNE-Whatever the facts about it, there is no possibility

that doubt will be cast upon the title to Alaska. That territory was rightfully Russia's and is now rightfully ours.

TOLEDO (O.) BLADE-There is coal and tin and copper, valleys with deep loam suitable for farming, plains for cattle raising, navigable rivers and bays, and railroads race and fight today for the right of way to mines.

UTICA (N. Y.) PRESS-The United States paid \$7,000,000 for Alaska in 1868 and Secretary Seward was denounced as a fool for squandering money for a pile of ice. The seal fisheries brought in more than the coal of the territory. It is certain that it has coal lands worth many millions, and \$160,000,000 in gold has been taken from the mines. "Seward's folly" was the biggest bargain Uncle Sam ever secured in real estate.

WASHINGTON POST-Alaska is the best bargain in history.

NEW SCHOONER TO BE BUILT. BATH, Me.-A forerunner of what is predicted by local shipbuilders to be a busy season is an announcement made by a local contractor that the middle of next month he will begin work on the construction of a four-masted schooner of 1400 tons capacity.

WORK FOR HOLYOKE HIGHWAY. CHICOPEE, Mass.-Several prominent citizens have united to work for a state highway between Chicopee Falls and Holyoke. Montgomery street has been decided on because it is the shortest road between the Falls and Holyoke.

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

The Upper Freshness

There is a fascinating story of a flying machine in the March Scribner, where a young man wheeling lazily and free as a bird over flowery meads spies a tiny maiden who begs to be taken to ride. The account of the journey of the two over the world and the water and racing with the clouds, chasing a wedge of flying migrating ducks and doing altogether startling things reads like Aladdin in very deed; but yet we know it is all true. Not a flash of the flowery carpet below them, not a leap of the throbbing machine or even the episode of chasing an ocean liner, coming alongside the upper deck and chatting with the passengers, passes the probable commonplace of tomorrow; nor yet the actual achievement of today.

These stories of the flying men—the bird men, this tale calls them—are most of all delightful for the fresh air that pervades them. The present writer is reminded of an Italian voice master who during one of those rare Florentine winters when the Arno is frozen over used to greet his American pupils of a blustery morning with "Fraisch aerr—you Americans are always wanting fraisch aerr? I hope you have enough today." The freshness of the upper regions must make the lower levels seem breathless indeed when we shall have taught ourselves to feel at home up there.

Table Talk Today

A lady of the old school whose large family of thoroughly up-to-date sons and daughters are the admiration of their community alike for their ready wit and solid ability, says that the dinner table talk of modern youth is incomprehensible to her. Every one of her flock tries to outdo the other in unexpectedness, in saying extravagant nothings in the cleverest possible way. No one seems to wish to be suspected of serious interest in anything in life; the solid actual vocation of any speaker the more would he or she pose as a butterfly. Her daughter who gives her time to social settlement work, for example, exploits an evening gown and pertinent persiflage with equal charm. The son who spends dingy days behind his law books has the languid insouciance of an old time dandy and would rather be caught without his cravat than be suspected of really meaning a word he says. Sometimes dim suspicion crosses the lady mother's mind that her ducklings say very important things with their air of distinguished railway, but before she has time for analysis the group are all chasing merrily after some other feathered shuttlecock of purposeful banter. All of which is at least better than if they took themselves too seriously.

To hold one's tongue or speak truth... is the fairest conversation.—William Penn.

REPUBLICAN ROME

Commendatore Boni's resignation from the commission on the monumental zone of Rome is nothing less than a calamity. His task was to save for the pleasure of the world the site of republican Rome in the now almost deserted region beyond the Esquiline.

What he has to contend with was the desire to "improve" this territory, disregarding its buried treasures, and more particularly the ambition to produce on the site of old Rome some sensational feature for the world's exhibition of 1911.

Evidently these forces have been too strong for him, and the commission which under his guidance seemed a pledge that old Rome would be saved for civilization becomes now a menace.

To establish spacious driveways in the monumental zone may be to lock up indefinitely or actually to destroy the most

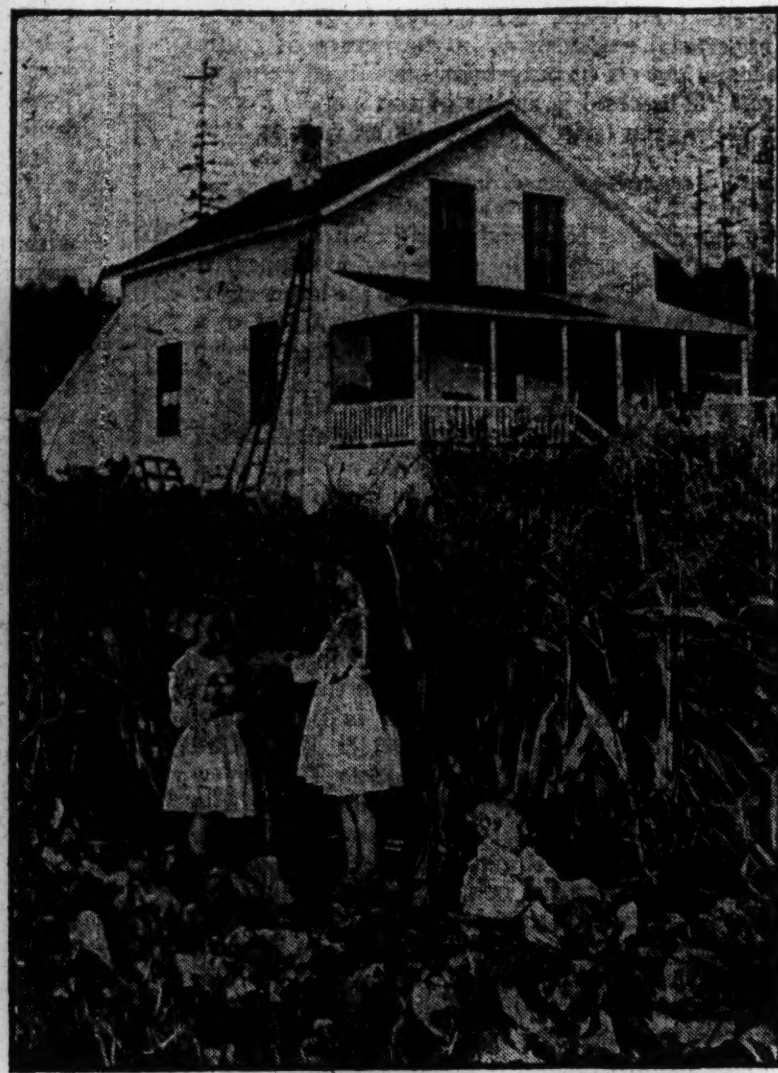
What the world is for us depends on what we are ourselves.—L. G. Jones.

important archaeological evidences of republican and early imperial Rome. Moreover, there is no need that the city should spread in this direction, since available lands surround it on every side.

Nothing that affects the conformation and growth of Rome can be indifferent to the cultured world. It is at Rome that the craze of third Italy to build not wisely but gigantically and at utmost expense most threatens the inevitably diminishing remains of the greater periods. In this destruction there may be a kind of rough logic. New Rome may appear more tolerable when old Rome shall have been obliterated.

Mayor Nathan has just indulged in heroics to save for Rome a beautiful statue that had been sent to Milan. That was well, but it would be better to retain for the conservation of the ancient city the heart and mind that love and know it best.—New York Evening Post.

Little Sisters of the Corn



(Photo by H. A. French, Portland, Ore.)

A PIONEER HOME.
A home newly founded in forest clearings of the West.

THE problem of high living or yet of the high cost of living would not seem to vex the home life represented in this scene. The easiest way to avoid a grocer's bill, said somebody, is to go out into the front yard and pick your corn and cabbages—or better yet, let the children pick them. Baby seated on the ground makes even the big burly cabbage beside her show forth its beauties of form and look almost like

a bouncing rose, and the tall girl with the cascade of brown hair is a very daughter of Ceres and sister to the slender corn. The naturalness of country life for children is a strong argument for fathers and mothers, and with the dozen ways that the isolation of farm life is now relieved one would hardly think the children could lose anything at all proportionate to what they gain by life where "the freshness of the early world" is still to be tasted.

The Apple's Ancestral Tree

The most valuable fruit tree in the temperate zones is the apple. *Pyrus malus*, the parent tree of the thousands of varieties that are known in orchards, was probably a native of the northwestern Himalayas, and the genus is represented in North America by five small trees and two shrubs. The first of the species is the familiar wild crab apple, a tree of elegant habit, with large and fragrant flowers which do not appear until after the blossoms of other apples have fallen. The fruit is still more fragrant, and it hangs on long stems and remains on the branches until after the leaves have dropped. The southern crab (*pyrus augustifolia*) is still more beautiful, indeed it is not surpassed in beauty by any of the smaller North American trees when in early spring it lights up the gloom of the pine forests with its bright flowers. The Oregon crab (*pyrus rivularis*) resembles the first named, and its fruit has a pleasant sub-acid flavor. *Pyrus Americanus* is the American mountain ash, a tree which reaches its best development on the northern shores of lakes Huron and Superior. It is often planted for its ornamental fruit, but it is not so handsome as *pyrus sambucifolia*, another species, which is distinguished among all the race for its large and brilliant fruit. It develops its beauties to the full in northern Vermont and New Hampshire, in Wisconsin and Minnesota, its glittering fruit making it a most conspicuous and beautiful object in autumn and early winter.—Green's Home Companion.

Quite at Home

Bacon—And did you feel at home traveling in Russia?
Egbert—Oh, quite at home. When the brakemen called out the stations I couldn't understand them any better than I can over here.—Yonkers Statesman.

Let a man do the work he knows best.—Cicero.

Col. Roosevelt's Visit to London

Of the many names that have been before the public during recent years, there is none with which the world is more familiar than that of the President of the United States of America, Theodore Roosevelt. The accounts of the trip which he undertook

shortly after relinquishing the high office he had held with so much success, have been read with the greatest interest by Englishmen as well as by Americans. One is sometimes led to wonder when perusing the reports of the progress of his party through the great continent, if there is any circumstance in which Mr. Roosevelt would not find himself at ease. From the White House to the African plains and jungles is a far cry, but the President is evidently as much at home in the latter as he was in the former. The tour is drawing to a close, and it is stated that Mr. Roosevelt is to pay a visit to England, when he will be given a public reception at the Guildhall by the corporation of the city of London. In this connection we are reminded that the mayor and corporation will be following a very excellent precedent, namely the welcome extended to General Grant, who, after his presidency, paid a visit to London and received the honorary freedom of the city in a gold box "in recognition of the distinguished ability with which he had governed his country and the eminent services he had rendered to the cause of civilization by maintaining amicable relations with foreign nations." The presentation to General Grant was made on June 15, 1877, and was followed by a state luncheon at which the lord mayor presided.

The great modern recipe is to work, still to work and always to work.—Exchange.

Seek a convenient time to retire into thyself and meditate often upon God's loving kindness. If thou withdraw thyself from speaking vainly and from gadding idly, as also from hearkening after novelties and rumors, thou shalt find leisure enough and suitable for meditation on good things.—Thomas a Kempis.

EARLY VIOLETS

MARCH and violets! My heart leaps at the very thought of the glory-to-be of that little cold frame which occupies the southern corner of my flower garden. Throughout the long winter months I visited it at intervals for a glimpse of its somewhat wilted-appearance but still green leaves, and with the first warm days I sought it, with a song in my heart, to open it to the warm air of noonday and close it before the chill of night should settle within.

Now there are buds, hosts of them, thrusting their way upward. Already my eager nostrils catch the promise of the fragrance the fairies are distilling in the closed hearts of the blossoms. Why doesn't everybody have violets? They are so easy to grow, these great, rich, single blossoms from California. When these violets of mine have finished blooming I will allow them to make runners, from which I will make as many cuttings as I shall need for my bed of next spring. And I shall give to all my neighbors who may ask.

My cold frame is made of a single

sash from an old window. It is perhaps three feet by three, the frame of old waste lumber picked up about the place. Through the summer I allow my cuttings to grow without the frame, putting this over them at the approach of cold weather, but not putting the glass on until there is danger of frost.

Old plants bloom lightly the second season, hence the plan of making cuttings and raising strong, stocky plants during the summer, to insure a wealth of beauty and fragrance in the spring.

There are several varieties of this exquisite flower, but none more satisfactory, if any quite the equal of the hardy one from California.

If you have nine square feet of earth, my advice is to cover it next autumn with a cold frame full of violets, and when another March shall make good its pledge of sun and warmth, experience for yourself the joy that is mine even now in anticipation of what any morning may yield me of fragrant beauty.—World Today.

Uplift

Down through the dingy street they come—my doves.
Soft gray and white, with rainbow rings.
So gently they alight and wait for crumbs.
And all the gloom of city street is lightened by their presence, these dear doves.

Up through the dreary ways they come—my thoughts.
Out through the darkened mortal mood—starving for crumbs
Of God's own truth and light—then satisfied they rise.
And free they soar to bear abroad a word of life, reflecting heaven's own thought.—Bessie C. Page.

Some Vicissitudes of the Great Seal

As the lord chancellor must have the great seal in his personal custody, he is the only member of the British cabinet who is not allowed to go outside Great Britain. When Cardinal Wolsey was lord chancellor he took it with him on a visit to France, and thereby hastened its fall in the opinion of many. The great seal, which is a double silver disc into which molten wax is poured when an impression is required for a state document, was once used for culinary purposes.

While Lord Chancellor Brougham was staying in 1833 at Rothiemurchus, the Scottish residence of the then dowager Duchess of Bedford, the ladies of the party got possession of the great seal and hid it, much to the lord keeper's distress of mind, for he feared it was lost.

He was blindfolded by the ladies and sent to search for it in the drawing-room. At last, to his intense joy, he dragged it forth from a tea-chest and then, to celebrate its recovery, used it for making pancakes in the kitchen.—Harpers Magazine.

Thus came the lovely spring with a rush of blossoms and music,
Flooding the earth with flowers and the air with melodies vernal.
—Longfellow.

WATCHMAN, WHAT OF THE NIGHT?

THE great value of the Bible to the Christian learner is that the experiences of individuals and groups of people as there set forth may be read as a type of the spiritual struggle of every man or woman who is trying to make what Mrs. Eddy describes as the "passage from sense to soul, from a material sense of existence to the spiritual." (Science and Health with Key to the Scriptures, p. 586). For example, the story of the children of Israel breaking away from the bondage of Egypt and their long wandering in the wilderness with all its ups and downs of faith and hope before they reached the promised land, types the struggle of each one to break away from his devotion to material things and the time of seeking and journeying and testing that must be passed through before he is finally freed from materialism. Again the earthly experience of Jesus is the wonderful type of what the experience of his followers must be. He said, "I am the way," and while we know that this referred to his walk with God in Spirit, in the Christ consciousness, we see too that the events of his earthly career, spiritually seen, prefigure what his followers go through. The very coming of the Bethlehem

Babe types the birth of spiritual consciousness to each one. Mrs. Eddy speaks of the "new birth going on hourly" (Science and Health, p. 548) and over and over again one seems to go through the same awakening as came to the shepherds while they kept watch over their flocks by night. The shepherds may be seen as types either of the individual watcher, keeping guard over his own meek obedient thoughts, or as a type of those who, like Peter, more advanced in spiritual understanding, are commissioned to feed and guard the Master's flock. To the worker for others as well as to him who has only his own thoughts to keep there are often hours that seem dark. The faithless shepherd sleeps then, but the faithful guardian of his trust keeps watch by night as well as by day; and for the steadfast watcher the darkness is sure to be illumined by the heavenly light and the silence thrilled by the songs of angels. The resisted fear and discouragement suddenly cease their stealthy advances, driven afar by the angel's commanding word, "Fear not." Then the lonely worker and watcher rises again to the present consciousness of God with him. The good tidings of great

joy sing themselves to him, and he knows that they are alike for all people. The sick over whom perchance his watch has literally been held through a gloomy period of threatening disaster hear the message, too, and are lifted to rise and accept the spiritual idea of God and man.

The story of Jesus also signifies the value of meekness and humility. Outcast from the house of worldly ease and prosperous self-satisfaction, the Bethlehem Babe is born in a manger. Those who would follow where the heavenly presage leads must not expect to find the divine idea in kings' palaces, that is, among the gorgeous trappings of mortal experience or the pride of the human intellect. Spiritual sense is rejected by mortals who live only in the objects presented to them as matter or in the material sense of all things and conditions. It is only when we see the meager barrenness of mortal mind, and recognize that it is nothing better than a stable where animals are tended, that we can discern the adorable guest. It is only as we recognize our need of spiritual enlightenment that it can shine for us. If we are at ease in our inn we shall sleep oblivious of the wonderful one who has appeared to the waiting, watchful and humble.

The character of this watch whereby we are enabled to entertain angels is indicated by Mrs. Eddy in Science and Health, page 234. She says that we must "guard against false beliefs as watchfully as we bar our doors against the approach of thieves and murderers." This is an emphatic statement of the case, but when this infant life in and of Spirit has smiled on the hitherto earth-bound thought, we see it as a precious possession indeed. We are then as deeply concerned to cherish this radi-

ant guest as ever was mother over her babe. Even as the mother would fondle the thief and the murderer from the cradle of her child, so would the wise watcher guard the secret chamber of spiritual consciousness from every unspiritual thought. The mother, too, wards off even the least ill or danger for her child, and he who loves the purity and brightness of spiritual being will be as alert against the slightest cloud of wrong belief that may come between to dim the vision.

"Whatever dims thy sense of truth,
Or stains thy purity,
Though light as breath of summer air,
Count it as sin to thee."

Christian Scientists prove that this careful watch is worth what it costs. Indeed as it is continued it ceases to seem a task, but becomes the natural attitude of thought; and in time the separation of the evil from the good in thought becomes spontaneous. This follows from the actual realization that these seeming enemies against which we must watch are not realities. All fear of them is gone, they no longer appear as having real power or presence and we know that ultimately these shadows of night shall be forever dissipated like mists before the dawn. Then the wonder of John's Revelation, the eternal city of God, shall shine forth for all; "there shall be no night there" and no need of watching at the open gates.

Children's Department

Boy Blue

Little Boy Blue, sleep calm till morn,
There are no sheep or cows in the corn,
For Love guards all this summer night.
The sheep and cows and the lambskins white,
All are there in their own right place,
So dry your tears and wash your face.

Blow, blow, Boy Blue, on your old-time horn,
But blow for jay, Boy Blue, in the morn.
—M. K. Burr.

A Cap-ital Guessing Game

What cap is sometimes worn by women? (Caprice).
What cap is worn by boatmen? (Capsize).
What cap is worn by bankers? (Capital).
What cap is worn by conquerors? (Capture).
What cap is worn most in the army? (Caplain).
What cap is worn by boys? (Capricious).
What cap is worn by students? (Capability).

TODAY'S PUZZLE

RIDDLE.

I hold more strength in cheek than is my own.
I guide and lead the way.
I am obeyed that good may come,
Yet not one word I say.
All nations 'neath me bend a servile knee.
I claim the right of church and state.
I am the power of those of pedigree
And always to high duty must relate.
And yet I'm dashed upon the earth and lost.
I come with tempest and turmoil.
I am the gift of poor, and without cost
I help the reaper in his arduous toil.
—Youths Companion.

ANSWER TO YESTERDAY'S PICTURE PUZZLE.

Punching bag.
Teacher—Johnny, can you tell how the age of a chicken is determined?
Johnny—Yes'm. By the teeth.
Teacher—Why, chickens have no teeth.
Johnny—No'm; but we have. —St. Louis Times.

Works of John Macallan Swan, R. A.

JOHN MACALLAN SWAN received his early training at three English art schools, Worcester, Lambeth and the Royal Academy. In Paris he learned painting under Gerome, Bastien-Lepage, and Dagnan-Bouveret, and by the advice of Gerome began to apply himself to modeling. Mr. Swan exhibited at the Grosvenor gallery in the days when Burne-Jones made that gallery as popular to the admirers of his art. He was early appreciated in Holland, and was elected a member of the Dutch Water-Color Society in 1885, receiving "honorary mention" at the Paris Salon in the same year. In 1889 he gained a silver medal at Paris, first and second gold medals at Munich, while at Burlington House the same year he exhibited "A Young Himalayan Leopard" in bronze, and a picture, "The Prodigal Son." The last named picture was bought for £700 by the Chantrey bequest, and now hangs in the Tate gallery. In 1894 he became an Associate of the Royal Academy, and in 1905 a full Academician. He was an honorary member of the Secessionists of Berlin, Brussels and Vienna.

Poets' Position on Suffrage

Alexander Pope's position on the suffrage question is squarely taken in the following lines:

Can he
That has a wife e'er feel adversity?
Would men but follow what the sex advise
All things would prosper, all the world
grow wise.

Christoval de Castellijo goes even farther when he says: that without women life would be
A reason with no resting place,
A castle with no governor to it,
A house without a base.
What are we, what our race,
How good for nothing and how base,
Without fair women to aid us,
How should we wander in night and woe
Without fair women to lead us?
All that is good in theirs, is theirs.
All we give and all we get,
And if a beam of glory yet
O'er the gloomy earth appears,
They are the guard, the soul, the seal,
Of human hope and human weal.

Write it on your heart that every day is the best day in the year.—Emerson.

Mr. Swan was a constant visitor at the Zoological Gardens, and in 1904 showed some studies of beasts at the Fine Art Society. As a draughtsman he was far truer than Landseer, a far better colorist and of much greater imagination. The sentiment of the older painter has, however, secured for him a wider popularity. Swan was appreciated by the advanced school of both English and continental critics. There are but few of the great modern collections of Dutch and French work that could not boast of some example of his talent. Though he is chiefly famous for his animals, his pictures and sculptures in which the human figure is treated are equally excellent. Possibly of late his work has been somewhat monotonous.

The Useful Life

Go, labor on, spend and be spent,
Thy joy to do the Father's will,
It is the way the Master went,
Should not the servant tread it still?

Go, labor on; 'tis not for naught,
Thy earthly loss is heavenly gain,
Men heed thee, love thee, praise thee not,
The Master praises, what are men?

Toil on, faint not, keep watch and pray,
Be wise the erring soul to win,
Go forth into the world's highway,
Gospel the wanderer to come in.

Toil on, and in thy toil rejoice,
For toil comes rest, for exile home,
Soon shalt thou hear the bridegroom's voice,
The midnight peal, "Behold! I come!" —Bonar.

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, March 10, 1910.

The Growing World of Sport

THE whole civilized world shows signs of becoming a vast, international playstead. Companies of men preparing to journey half way round the globe to play a game of tennis afford but one of many evidences that athletic games are deemed to be of more worth and importance today than they have ever been before. The United States National Lawn Tennis Association is arranging to send a team to England, where it will contest with the British Association team to decide which one of them shall go to New Zealand this summer for the purpose of winning the Davis International Tennis cup from its present defenders, the Australasian Association tennis team. During the coming autumn, polo teams from England and far-off India will come to America to try for the international championship. Only a few months ago the University of Wisconsin baseball team returned from a tour of the principal cities of Japan, in each of which was played a series of games. About the same time a Cuban baseball team played opposing nines in several cities of the United States.

The passing of every year shows a marked increase in the number of sports in which players compete for international honors. The present year's outlook for all forms of athletic competition is very bright. In golf, tennis, rowing, baseball, polo and all kinds of track and field sports an unusual interest is being manifested. Peoples of all countries and of many races are joining one another in friendly contests. They are meeting and studying men under the most searching conditions, calculated to bring out their best qualities. The race is learning the proper and normal relations of sport to work. People are realizing that the one is as beneficial as the other for the full rounding out of men's natures.

International contests are teaching us how the peoples of other countries have learned to play. Men may well find pleasure in clean games and sports, and on occasion may welcome a chance to measure strength and skill and wit with some one in a friendly way. The ever-bubbling spirit of youth, the world over, likes to be out in the open and to shout and play.

Men are only boys grown tall,
Hearts don't change much, after all.

It is sometimes hazardous to establish a precedent. The published report that a boy wrote to President Taft for his photograph and his autograph and got both may serve to increase the volume of the President's mail for some days to come. The number of boys, youthful and grown up, who would prize such a gift must be considerable.

THE first of a fleet of nine whaling vessels that have been outfitting at New Bedford sails today in quest of the great mammals whereof the capture was in former years the object of a flourishing New England industry and the means of amassing many substantial fortunes. The present activity in the whale fishery is due to the fact that the sperm oil market is depleted and the price is up to sixty-five cents a gallon. Then whalebone is in steady demand at very profitable rates; while there is always the possibility of running across a lump of ambergris worth more than its weight in gold. Most of these nine whalers will make only short voyages, going to the Hatteras grounds in the North Atlantic; two or three, however, will make extended cruises to the West African coast waters.

Nantucket, long the world's greatest whaling port, embarked in sperm whale fishing as early as 1712; and in 1774, before the opening of the war of independence, a fleet of 360 vessels was engaged in it. This fishery reached its climax in 1846, when it occupied a total of 735 vessels, having an aggregate capacity of 233,199 tons. Americans did not go into Arctic whale fishing until 1848. In the three years following 250 ships obtained cargoes in the Behring strait fishery.

For various reasons, the whaling industry at Nantucket, New Bedford and other of our ports declined until there were very few ships visiting the fishing grounds. The spirit of adventure, the courage and the enterprise possessed by the whaling masters of former days have not passed away, but in the later generations they have been manifested in other fields. Now that they have been turned again to the old-time channels we have no doubt that even larger success than was achieved in the palmy period of the past will be the reward of the fishers of today. It is gratifying to witness a revival of the pursuit. We want our industries to be as diversified as possible, and this has promise of profit.

PERHAPS SOME of the American jingos who seem to be fond of starting talk of war between the United States and Japan get a certain per cent of the money paid for the cablegrams which their remarks start to buzzing back and forth under the seas. Even international war "talk" is rather expensive.

Street-Car Manners

MAYOR GAYNOR addressed 2500 children attending one of the New York public schools a few mornings ago and during the course of his remarks he recounted his experiences as a "strap-hanger" on his way to visit the school. He told the boys and girls how he had found the car crowded when he entered and many women standing. He saw sitting in front of him five young men who appeared to be enjoying themselves comfortably. One told the others that the mayor was standing in front of them. He saw them smile at a young woman who was standing near but none of them offered a seat to a girl. The mayor's comment on what he saw of the people about him while clinging to the strap was brief but significant. He said: "This condition is due to bad early training and nothing else. I am glad to see that politeness is taught in this school, and I hope more attention will be paid to it in all the schools."

In ascribing what he deemed to be bad manners on the part of the young men to their faulty early training, the mayor, no doubt, hit upon the true source of their discourtesy. "Once a gentleman, always a gentleman," is a truth that wears well. It is very difficult

for a boy, in his more advanced years, to get away from his early training. There are superficial mannerisms in the nature of polite veneering that may be easily put off or outgrown, but inbred gentility is very likely to endure. "The child is father of the man," Pope's lines, although they have become trite, still express as well as ever the truth that

'Tis education forms the common mind;
Just as the twig is bent the tree's inclined.

That the street-car manners of boys and young men are not all that could be wished is further set forth in a letter which appeared recently in a New York paper. The woman writer of the letter says: "It is not the young men who are polite enough to offer a seat to a woman, as a rule. The young men and boys usually not only keep their seats but stare at a woman indignantly if she happens to hit their paper, or, in the sadly crowded car, come in touch with their feet." Just what there is about the atmosphere of a street-car or an elevated car that seems to make people think that politeness has no place amid such surroundings, no one is quite able to say. It is fortunate, after all, that the number of those who are not unmindful of their fellow passengers' comfort is by no means inconsiderable. Mayor Gaynor's reminder may be the means of increasing the proportion.

Governor Draper and the Railroads

HOWEVER opinions may differ as to details, the general proposition involved in Governor Draper's policy with relation to the railroads doing business in this state, and especially with reference to the Boston & Maine and the controlling company, the New York, New Haven & Hartford, must appeal to those who look to the practical rather than to the theoretical side of things. In theory it might seem best for the people to deal with public service companies with a heavy and uncompromising hand, conceding to them the least and exacting from them the most possible, but corporations being human institutions and managed to a very considerable extent by men who are moved by sentimental as well as by business considerations, in practice it has been found profitable for states and communities to pursue toward them a policy of give and take.

In the speech at the annual banquet of the Malden Board of Trade on Wednesday night, the Governor presented a few striking facts to illustrate the good results that have followed an intelligent and fairly liberal policy in dealing with the Boston & Maine and New York, New Haven & Hartford roads. Since the bill providing for the holding company was passed something like \$16,000,000 has been set aside for improvements by the former company, and in making this announcement, the Governor added: "I submit that this shows and proves a distinct and most important advance in the improvements of this great railroad system, and shows that the people owning this railroad intend to expend great sums of money in its betterment."

He called attention also to the fact that the New York, New Haven & Hartford railroad is at present eliminating grade crossings in Massachusetts at a cost of about \$5,000,000; that it is considering an improvement between Fall River and Providence and New Bedford that will cost several millions, that it has made arrangements for the establishment of a purchasing agency in Boston that will add from \$40,000,000 to \$50,000,000 a year to the business of the city, and that it stands prepared to spend millions on a tunnel between the North and South states.

Something more than mere theorizing will be necessary to upset arguments of this character. Proper safeguards for the public interest are necessary and must always be provided, but when they have been provided, the next step in the line of sound policy is to encourage in every legitimate way those public service corporations that are striving to meet public needs.

CHANCELLOR VON BETHMANN-HOLLWEG a few days ago made an unexpected speech in the German Reichstag on the subject of Anglo-German relations. His utterances made a considerable impression and were much commented upon in the press, not because of anything new or original contained in them, but because of the eagerness with which the chancellor seized an opportunity afforded him by a socialist deputy's reference to the naval situation to speak on the brightening outlook in the relations between the two countries. He spoke with great warmth, extolling their mutual efforts at reconciliation and denying the charge that Germany was building warships "on the sly," over and above the number laid down in the official program known to all the world, a charge which has recently been revived with certain remarkable particulars. There was nothing in this extempore speech that recalled the dry, abstract, speculative manner displayed by the chancellor in several of his preceding speeches on internal matters, the tone of which had so displeased the German Liberals and Radicals. It was full of animation and directness and unquestionably went home—a notable peace demonstration in its Anglophile spirit.

The speech comes immediately after the visit to Berlin of Count Aehrenthal, the Austro-Hungarian minister of foreign affairs, and this circumstance invests it with especial significance. The main topic of the conferences between him and the German Emperor, the chancellor and the foreign secretary, was undoubtedly the critical situation in the Balkans and the restoration of at least normal relations between Austria-Hungary and Russia for the preservation of the supposedly imperiled status quo south of the Danube. Since the meeting at Racconigi, however, it has become manifest that the time is forever past when special pacts between the two rivals for Balkan control—such as the Muerzsteg agreement between Russia and Austria of some years ago—may dominate developments in southeast Europe; Bulgaria and Serbia can no longer be ignored and Turkey can no longer be bullied. Hence the importance of the visits of the Kings of Bulgaria and Serbia to St. Petersburg—the former past, the latter prospective—for neither can approve the preservation of the status quo in Macedonia. Hence also the importance of the extraordinarily aggressive attitude of the Young Turks in regard to the Macedonian and Cretan problems.

With a radically changed Balkan situation, the readjustment pending between Austria and Russia requires the cooperation of all the powers and is thus bound to bring sharply into focus the comparative strength of the two groupings of which the one comprises England, France and Russia, and the other Germany and Austria, with Italy, though allied to the last, leaning more and more to the first. Chancellor von Bethmann-Hollweg's spontaneous peace oration throws much light on the question. Incidentally, it is a tribute to King Edward's master policy of world-wide ententes, sometimes called the league of peace.

International Relations

THE select committee of the United States Senate, which is inquiring into the increased cost of living and its cause, listened on Tuesday to the testimony of retail meat dealers of New York, Philadelphia, Baltimore and Washington, and all, with the exception of one who is a butcher, admitted that prices had advanced at least 10 per cent within the last year. The testimony was unanimous with regard to the blamelessness of the retailers for this condition. Each of them firmly and persistently denied that the increase in prices was a consequence of the exaction of larger profits on the part of the retailer, and one of them, a New York marketman, told the committee that competition among the retailers in his city was so keen that they had been unable to keep pace with the steadily increasing prices which the wholesalers had forced upon them during the last fifteen years.

Those who are thinking of following this investigation to the end might as well be prepared for a continuance of testimony of this character. It will doubtless be repeated, with slight variations, by the wholesalers, the packers, the livestock commission men, the drovers, and, finally, by the livestock raisers, whether they be ranchers or farmers. That is to say, the responsibility will always be a little farther along, and not without reason will each particular set of witnesses insist upon shifting it—the tendency of all the testimony being to fix it upon conditions beyond the control of individuals, combines or trusts.

The free range is a thing of the past. Save in isolated cases now, cattle for the great markets of the middle West must be fed and fattened on expensive feed. Everything that goes into the production of meat has advanced in price, and, judging by what they have already had to say in their defense, we shall in all probability find the ranchmen, the farmers, the drovers, the livestock commission, the packers and the wholesalers testifying, as do the retailers, that the high prices have rather lowered than raised their profits.

Rural Delivery Goes Forward

IT MUST be patent to even the most casual observer that if deficits are to be overcome in this country it will not be by checking or limiting any useful public service. The effort to prove that rural free delivery is one of the prime causes of the deficit in the post-office department may have been in a degree successful, but public sentiment favorable to the extension of the free delivery postal service, rural and otherwise, has not been affected by this fact in the least. And in this matter Congress is responsive to the popular demand. Instead of reducing the number of rural delivery routes, in order to check the deficit, as some people have advised, an increase has been made in the postoffice appropriation bill sufficient to cover the cost of establishing and maintaining 30,000 additional rural routes next year.

Rural free delivery has now become one of the permanent charges against the United States treasury. During the formative stage of the service it will probably fail to make financial returns commensurate with its annual cost. But its value cannot be measured in dollars and cents. It is adding immensely to the convenience and comfort of country life. It is contributing immensely toward the intellectual uplift of the great farming communities of the nation. Its influence in making the rural districts pleasanter for young people, by bringing them into closer touch with the daily affairs of the world, and especially in making young men more content to stick to the soil, will be worth many millions more, if the proposition must be reduced to a money basis, than it will be possible to sink in establishing it.

WHILE the proposition to lengthen the term for which our Presidents are elected to office has been discussed less of late than formerly, the opinion is still prevalent, no doubt, that a longer rather than a shorter period of service would be desirable. On the other hand, Great Britain is planning to shorten the parliamentary term from seven to five years. But our neighbors overseas do not have to enthrone a new King with the beginning of every parliamentary term or perhaps they would favor having the terms made longer instead of shorter.

ON THE last day of the present month, the maximum clause of the Payne tariff law will become operative against those countries which in the opinion of the President discriminate unduly against the United States. An agreement by which Canada will be given title to our minimum tariff rate has not as yet been reached. Messrs. Pepper and Emery, despatched to Ottawa as special commissioners from our government to arrange, if possible, a basis of settlement with the Dominion government, have returned without accomplishing the purpose of their mission, but not without overtures that give fair prospects of an amicable understanding between the two nations, and one that may lead to more satisfactory commercial relations than have existed between them for a third of a century.

One of the good results of the visit of our commissioners is the uncovering of the cause of past and present disagreements. These are and have been, it seems, the result of fundamental differences in the tariff laws of the two nations, or to put it, perhaps, more correctly, the result of the inelastic tariff system of the United States, which permits of no adjustments of the schedules to meet special conditions. In the present instance, the best we can offer Canada in return for any favor we may ask at her hands is the minimum tariff, which is no more than is granted to any nation that does not discriminate commercially against us, and less than France is willing to do in consideration of Canadian trade concessions.

It may not be possible at once to make a change in our tariff law that would enable the President to enter into a special and mutually satisfactory agreement with Canada, but the report of Messrs. Pepper and Emery, especially if it shall be emphasized later by an interruption of our trade relations with the Dominion, should prove most influential in bringing about legislation extending the jurisdiction, usefulness and powers of the tariff board.

THE unfavorable attitude of the House committee on naval affairs toward Commander Peary, who, according to the experts who examined his data, was successful in reaching the pole, makes the public almost tremble to think what would happen to Dr. Cook had he offered his papers to our congressmen instead of sending them to Denmark.

The Retailer Denies It

A Tariff Arrangement with Canada